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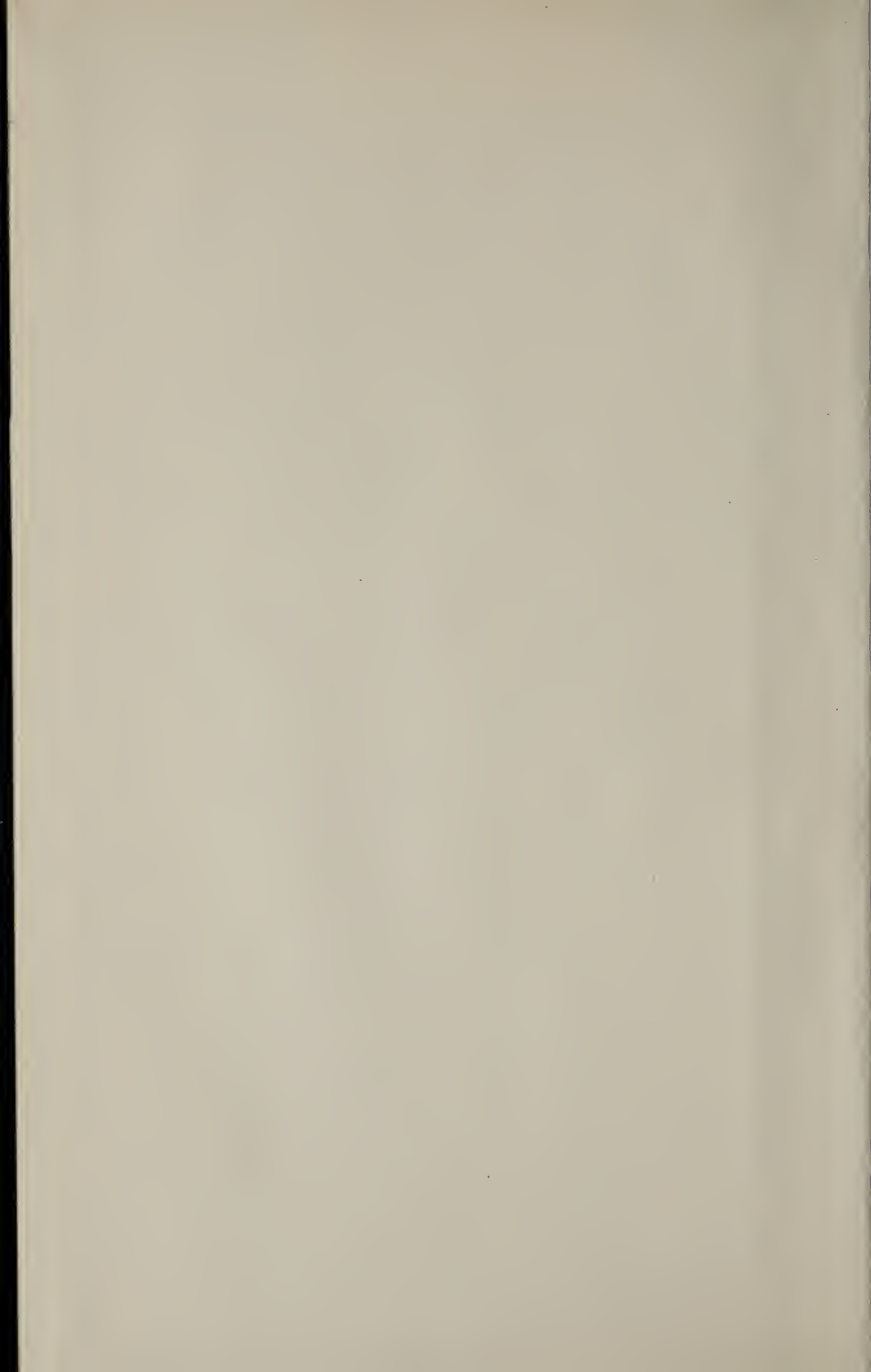
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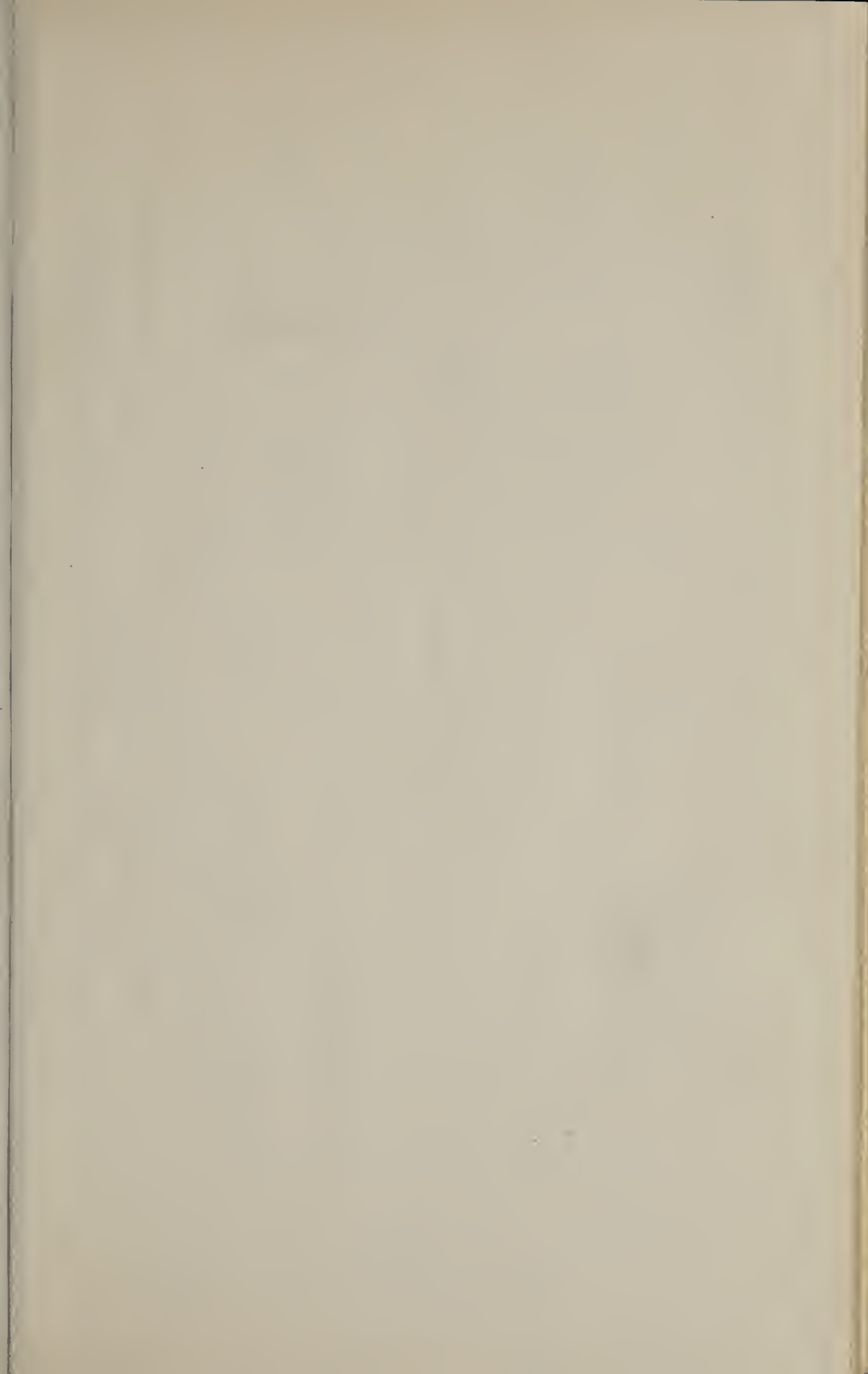
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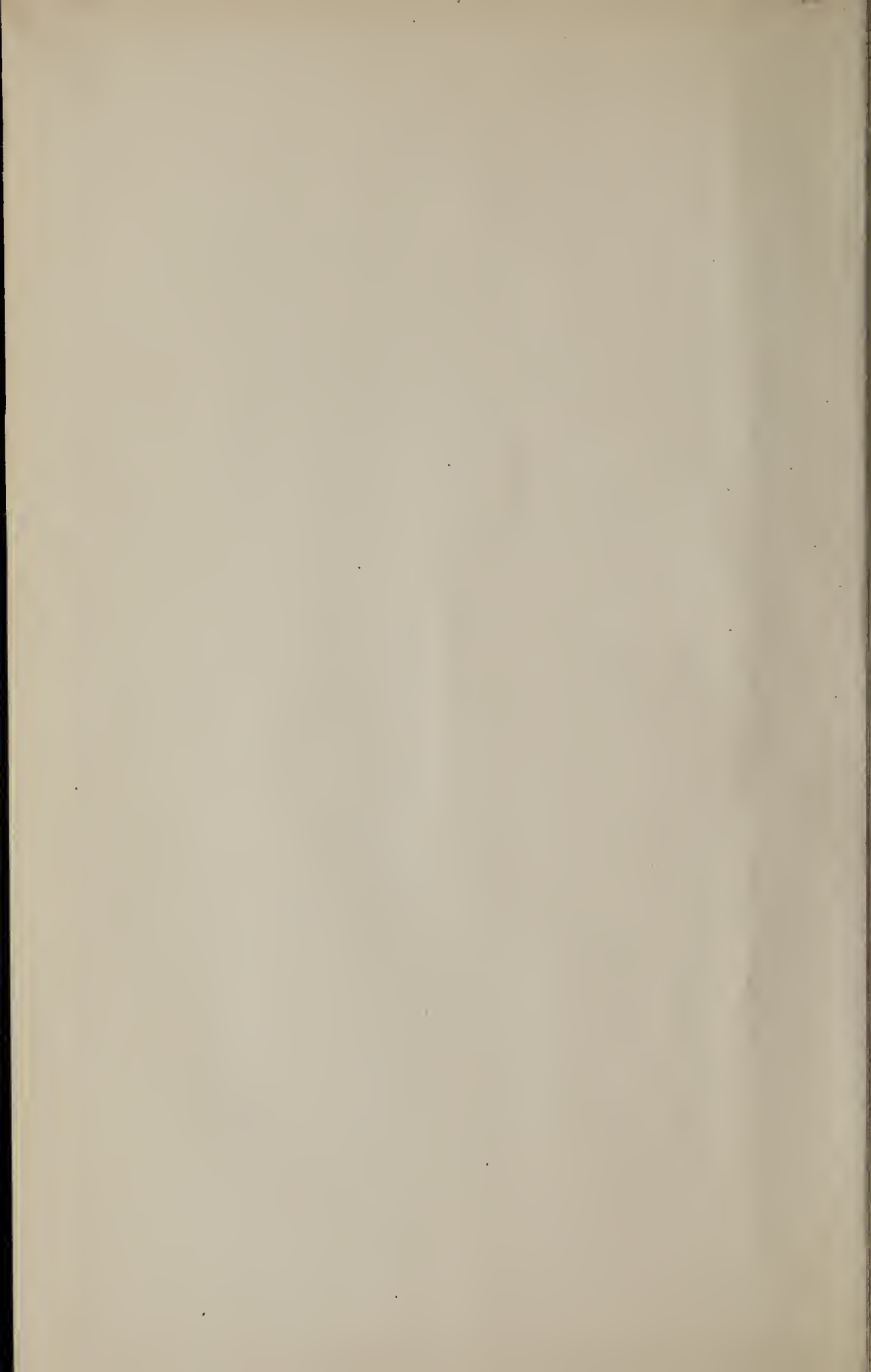
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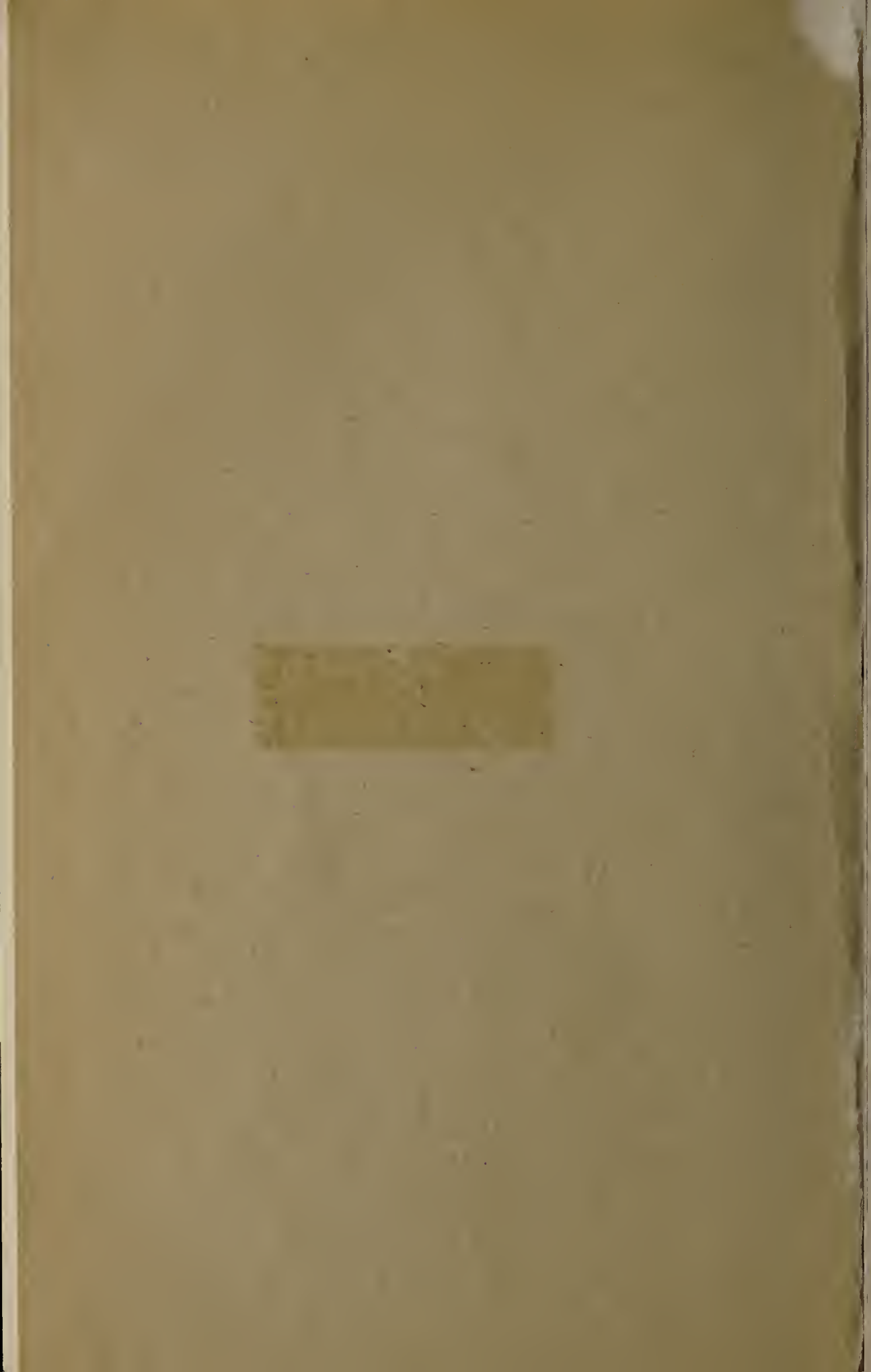
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The History
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LITTLE NECK, N.Y.



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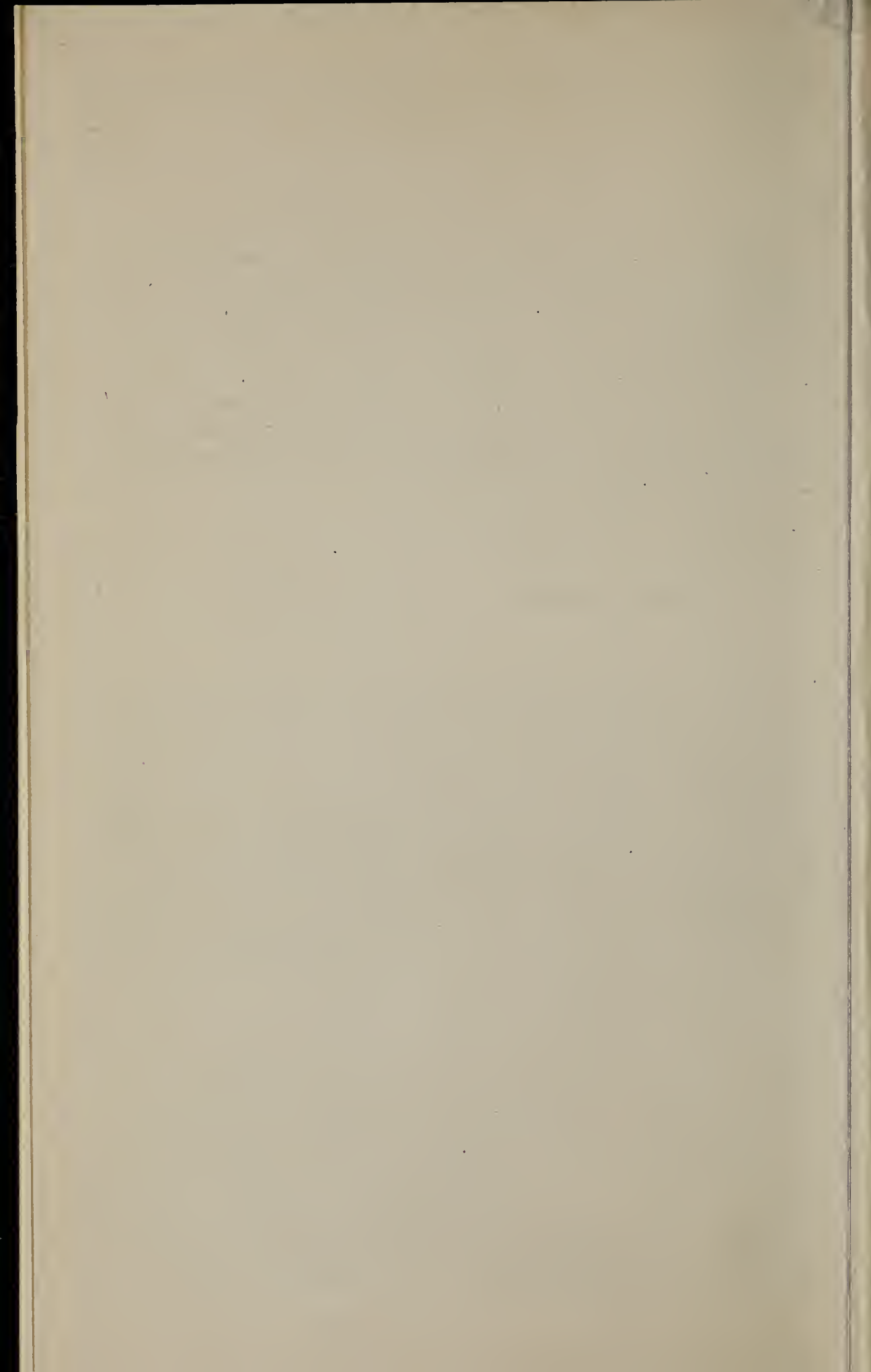
This history has been developed from the combined efforts of a committee appointed by The Little Neck Community Association consisting of Mrs. Hope Robinson Swenarton, Henry Trautman, Frank Kirkman, Lester J. Poole, C. Manley DeBevoise Henry Meissner and Miss Ida F. Fowler.

Mrs. Swenarton was chairman of this committee and did a great deal of the research work. Mr. C. Manley DeBevoise donated most of the pictures. Mr. and Mrs. Meissner edited and checked for accuracy. Miss Ida Fowler interviewed old residents and compiled all the material from all sources.

Ida F. Fowler

AERIAL VIEW OF LITTLE NECK





INTRODUCTION

ORIGIN OF NAME

Usually when people move into a community they have some curiosity or interest in their new home town. They wonder about the neighborhoods history and traditions and inquire of older residents as to whether the Indians ever lived there, who were the first settlers, where did the town's name come from, what are the stories behind some of the old buildings, who else lives or used to live in the locality, and how did the development of the community take place. In order to try to answer these questions in a permanent form for the residents and residents-to-be of Little Neck, Long Island, New York, the writing of this history was undertaken.

Not only do new residents take an interest in their new home, but the older residents are also interested in recalling the past events and former places and people of their town. Many of the lifelong residents of Little Neck have evidenced a desire to have the history of their community in book form and this is equally dedicated to them.

When the thought first began to take root that a history of Little Neck would be worthwhile, it seemed doubtful if there would be enough material to make an interesting work, but as it has progressed and additional information has been uncovered, it seems that the old residence, old places, old industries, and social and business activities of this town are as interesting as the Cape Cod stories told by Joseph Lincoln. There was no Joseph Lincoln available to open the stories for us in his charming way, but it is hoped that the reader will get as much pleasure from reading this history as did those who gathered the material to make it.

The following story of Little Neck may, in some instances, lack historical confirmation. However, to exclude personal anecdotes and undocumented reminiscences would be to lose much of the closely knit personal feeling of the community.

The committee which undertook the work of writing this history, wishes to extend its gratitude to Little Neck's older residents, who gave so willingly of their memories and records, the local organizations who contributed their histories, and all others who aided in the creation of this account by donating photographs, time and energy to it.

ORIGIN OF NAME

Many people may have found the name "Little Neck" odd and amusing if not downright belittling. Why call a town little? One reason for the name is that the point of land now known as Douglas Manor, is a little neck of land jutting into the Bay. This point being smaller than the point just East of it, and which is called "Great Neck", became known as Little Neck. Therefore Little Neck was the name of that point of land and all land adjoining, as far east as the Great Neck boundaries, as far west as Bayside and as far south as Jericho Turnpike.

In the 17th century this place was called Little Madnan's Neck probably from the old Indian name Mad-nan-nock. Other records show the name of Cornbury. However it has been known as Little Neck at least since the early 1700's.

The Bay also had other names. In 1632 a colony of Holland Dutch led by Matthew Garritson, settled near this Bay, giving it the name of Matthew Garritson's Bay. At one time it was called Schouts Bay. In May 1640 six or seven Englishmen attempted to settle here. They removed a marker which was erected by the Dutch and on which was stamped the arms of the Netherlands crown, and put in its place a fool's head. The Indians called the Bay "Sintsinck". So Van Wyck tells us in his book "Keskachauge".

In 1876, the Long Island Railroad established a station about a mile west of the Little Neck station, which they called Douglaston. This took off quite a slice from the original territory of Little Neck. In 1928, when Nassau County decided to call the land on their side of the boundary Great Neck, another sizeable piece came off. Such farms as Bloodgood Cutter's, Charles Cornell's, Joseph Hicks' and the developments of Little Neck Park and Waverly Hills, the Coughlin farm and part of William Cornell's farm, all became part of Great Neck. Hence the area of Little Neck is very much smaller than it was.

About 1907, when the real estate developers first came into Little Neck, there was some dissatisfaction with the name, as they felt that it would be much better, from an advertising and selling standpoint, if the place had a nicer sounding name. A petition was circulated among the residents, to change the name to Westmoreland. This movement had quite a bit of support, but not enough to carry it through. Most of the older residents liked the name they had known for so many years and did not like to see it changed. Therefore, when it was found that the majority favored the old name, the supporters of the petition dropped it and Little Neck retained its identity.

A BRIEF HISTORY OF QUEENS COUNTY

A brief history of Queens County seems appropriate at this point, in order to show the government under which Little Neck was operating in the early days.

Queens was one of the twelve original counties of the Province of New York, organized by an act of the Colonial Assembly in 1683. Queens County was a part of what had been known as Yorkshire. It was named in honor of Queen Catherine of Braganza, Queen of Charles II of England, who reigned from 1660 to 1685. This section had long been held and defended within the jurisdiction of the Matinecock Indians.

Queens was sub-divided into five townships: Newtown, Flushing, Jamaica, Hempstead and Oyster Bay. In 1784 Hempstead was divided into the Town of Hempstead and the Town of North Hempstead, making six townships in the county. The townships of Oyster Bay, Hempstead (minus the Rockaway peninsular) and North Hempstead, were made the County of Nassau at consolidation in 1898 and the county seat was established in Mineola. The county seat of Queens is in Jamaica.

The West India Company came in 1614 under charter of the High and Mighty Lords, the States General of the United Belgic Provinces, to establish fur trading posts with the Indians on Manhatten Island, thereby laying the foundation of one of the greatest cities in the world. In 1621 the Dutch West India Company was chartered and advertised in the colonies and in Europe, inviting families to settle in New Netherlands. In 1623 groups were sent to America and bought Manhattan Island from the Indians for sixty Dutch Guilders. Their governors were Peter Minuit, Van Twiller, William Kieft, and Peter Stuyvesant. In 1664 the English took possession sending Governor Nicholls and changing the name from New Amsterdam to New York.

In 1650, at a joint meeting in Hartford, Conn., the English took the eastern portion of Long Island and the Dutch took the western part. These English were of Puritan stock, seeking religious freedom. Tackapousha was grand sachem of chieftancies in possession of the Dutch. In 1664 Long Island became a part of New York. In February 1665, a meeting was held in the meeting house within the stockade at Hempstead. Governor Nicholls called a meeting of delegates, two from each town, for the purpose of bringing all Long Island settlements under the laws of New York. The two delegates from Hempstead Township were Elias Doughty and Richard Cornell, both of whom lived in Little Neck.

A code of laws was presented to the delegates, called the Duke's Laws (Duke of York). A letter was sent to the King of England by this assembly expressing their cheerful submission to these laws and promising to uphold and defend all rights, title and interest of His Majesty in these dominions.

When the delegates returned with their copies of the Duke's Laws the townsfolks were not at all pleased, and felt that the delegates had taken too much on themselves in promising so much. They

wanted a share in making the laws by which they were to be governed. Never-the-less the Duke's Laws, on the whole, proved satisfactory and were used for the next eighteen years. Governor Richard Nicholls did much to establish peaceful relations with the Indians through their grand sachem, Tackapousha.

In 1672, when France and England were at war with Holland, the Dutch sailed into New York Bay with twelve men-of-war and formed a line of battle off the Battery. Fort James had a very small garrison of men and little to fight with, consequently they held out only four hours and then the Dutch took possession once more. This lasted only fourteen months and eighteen days when France, Holland and England made peace, and Holland gave back all New Netherlands to the English. At the western end of Long Island, the Dutch and English families mingled as they had never done before. They brought their own old customs with them and adapted them to the new country. The Dutch, particularly, never lost their national habit of knowing how to have a good time. The English, many of whom were Puritans and Quakers, were more severe and quiet in their tastes, but they were all good for each other and seem to have been neighborly.

Governor Nicholls instituted a system of courts. He was also a sportsman and decided that the little plain near Hempstead would make an excellent race course. Horse racing became one of the most popular sports on Long Island.

Governor Lovelace incurred the ill-will of the people by raising their taxes. A remonstrance addressed to him, asking permission to elect legislators every year, stated that they had been promised privileges but had no deputies in court and were obliged to pay duties on exports and imports.

On April 14, 1684, Elias Doughty, Thomas Willet, John Bowne, Matthais Harvey, Thomas Hicks and Richard Cornell, agents of the freeholders of the town of Flushing, bought from certain Indians "all the land situate, lying and being on the north side of Long Island called and known by the name of Flushing within Queens County". Confirmation of this was made again in 1792 by Governor Clinton.

Lord Cornbury was governor of New York in 1702 and records of that time show that the point of land now known as Douglas Manor was known as Cornbury. In 1663 this piece of land was given to Thomas Hicks and Thomas and John Ellison in lieu of dividends due them by the Dutch West India Company, on condition that the "afore-said persons go forth, possess and build on said land".

In 1675 the Indians were disarmed and the weapons laid up in the nearest blockhouse, and all the Indian canoes on the north side of Long Island above Hell Gate were to be collected because of Indian disturbances. The Indians brought their weapons to Thomas Hicks, who allowed them to keep enough for their hunting.

In 1682 the Duke of York once more received a petition from the Colony for an assembly. He asked William Penn's advice. "They should be governed by laws of their own making in order that they be a free people" was his advice. Thomas Dongan was sent over to be governor in 1683. He brought Royal permission for a general

assembly. The first Colonial legislature was made up of the governor and his council and seventeen members sent by the people. Courts of justice were established and revisions made in the Duke's Laws. Governor Dongan was an excellent governor. In 1684 Flushing voted four hundred acres of land to Governor Dongan. These extended south of Success Pond to the edge of Hempstead plains. The name Success appears on the oldest maps. In Thompson's history of Long Island, "Success Pond was called Sacut by the Indians, which by a simple deflection in sound might have been and probably was changed to Success". This name Success appears in the North Hempstead Records as early as 1679. Lake Success covers a surface of about seventy-five acres and is approximately seventy feet deep in the center. It is fed by springs and if controlled would be a good source of water supply. The town of Hempstead also granted this same governor an additional tract of two hundred acres adjoining Lake Success.

The struggling pioneer days were past and women had time to make their homes more attractive and comfortable. Flowers were planted and fruit trees set out. The English brought over the first quinces and the Dutch brought several kinds of currants and gooseberries. French Huguenot settlers imported the Lady Apple and Belle Pear, and many seeds and cuttings for fruit grafts. The first nursery on Long Island was established in Flushing in 1730 by a French Huguenot, Robert Prince.

There were no post offices until after the Revolution. Mail for Kings and Queens Counties was sent over from New York. In 1764 the first post route was established through the Island and called the circuit. Mail was carried on horse-back once in two weeks, for the north shore, going eastward from New York and for the south shore travelling westward. During the Revolution a Scotsman named Dunbar undertook this postal service as a private enterprise.

In 1750 the election for members of Assembly for Queens County voted Thomas Cornell into office. At the same time John Van Wyck became sheriff of Queens County. In "Postboy" of Feb. 15, 1752, Jones and Cornell were reported as being re-elected as representatives.

In 1775 at a meeting of freeholders in Jamaica, Thomas Hicks and Captain Richard Thorne were elected delegates to a provincial Convention. This convention was a preliminary to electing delegates to the Continental Congress. Thomas Hicks was a member of the Assembly from 1759 to 1761. On May 22, 1775 Thomas Hicks was elected deputy to a Colonial convention, but declined as he was informed that the people wished to remain in peace and quiet.

Thomas Hicks and Stephen Colden practised law together in Flushing prior to the Revolution. In 1781 Hicks was robbed of his law books by a band of pirates from Connecticut. For the protection of the area a military company was formed in North Hempstead and called the North Side Company. It was composed of one hundred and twenty men with Phillip Valentine as Captain and Coe Searing as second lieutenant.

On June 24, 1775 Cornelius Van Wyck was elected one of the representatives in the provincial Congress. His place was taken by William Van Wyck because Cornelius had been captured by the British and was held a prisoner on one of the British prison ships.

Many of the inhabitants of Long Island, including those of this area were Englishman and wished to remain loyal to their mother country. While they had rebelled against "taxation without representation" as early as 1681, they had hoped to gain a representative vote in their government, and thus govern themselves as free citizens. When in the early 1770's some of the more radical had tried to gain their end through the use of force, many others, preferring peace at any price, had refused to take up arms.

Thus in 1776 when war actually started, those who remained loyal to England became Loyalists (Tories) and helped to fight the (Whigs) or Rebels who were fighting for their just rights. They fought friend against friend, neighbor against neighbor, brother against brother.

After the defeat of the Whigs in the Battle of Long Island in Brooklyn, many of the Whigs were forced to flee to the shores of Connecticut, joining their countrymen in their Fight for freedom. Loyalists from New England came to Long Island, the headquarters of the British.

The entire Island was occupied by the British from August 28, 1776 to Nov. 21, 1783. During these eight long, hard years, there was daily friction between the Loyalists and the Whigs. Some private homes were used as billets for the British soldiers, the Bowne House (Flushing) being one of those so occupied. Most of the British troops and Hessian soldiers were quartered in small huts with stone foundations and wooden roofs. They were built in the open country between Kissena Lake and the Alley Pond. British soldiers were frequent and unwelcome visitors. Bands of Hessian soldiers often came out to Little Neck on their marauding expeditions. Tory and Whig alike suffered from the British.

The inhabitants of Long Island had nothing they could call their own, as their sheep, cattle, horses, farm produce, boats wagons, their homes and even their physical strength were at the disposal of the British. Long Island was an excellent area for obtaining food supplies and feed for the horses of the British soldiers. It was also their chief source of fire wood. The woodlands from Little Neck to Cold Spring Harbor was under the supervision of the British officers. These Long Island farmers were required to deliver one half of all the hay, salt or upland, to the hay market in New York. The remainder of the hay supposedly for their own use, was left unprotected from the lawless hordes.

Many farms were raided and much destruction was caused by these men under the guise of war. Raiders from Connecticut lurked offshore, and kept the home owners in constant fear. These were dangerous days, and continued until after the war was over. Incendiarism, pillage and even murder stalked abroad on Long Island, which had been settled as a peaceful refuge from old world tyranny.

There is a legend that a British officer was drowned in Lake Success. No details are available.

When in September of 1783 the war was over and the enemy moved out, the residents of Long Island once again took up their peacetime occupations.

In 1790 Washington made a tour of Long Island. According to his diary he stopped at the Alley for rest and refreshment.

In 1790, Nellie a slave girl of Daniel Braine, was hanged for setting fire to the home of J. Vanderbilt, Town Clerk of Flushing, burning all the town records. This destruction of records is felt to this day. It has hampered not only the work of historians, but also, those trying to trace land titles and birth records.

PROPERTY OWNERSHIP

Robert Hicks emigrated from England to America in 1621. His sons, John and Stephen joined a group that left the Puritan Colony in Plymouth to settle on Long Island. John obtained a grant near Glen-Oaks and Stephen took up land along the west side of Alley Creek where he built a house that survived him 250 years. Being without issue he left his property to his nephew Thomas son of John. This Thomas Hicks was patentee, sheriff, justice and councilman.

About the year 1643 Thomas Cornell and his family of Portsmouth, Rhode Island, came to New Netherlands, in company with Roger Williams and others from the Puritan Colony. Richard Cornell, the oldest son of Thomas, an ardent Quaker, came to Flushing and took up holdings in Little Neck some time before 1656. He owned a large tract of land bordering on Lake Success and extending to the property of Thomas Foster on the Alley Creek. He was one of the patentees and was for many years a magistrate.

These were the very earliest settlers, whose children, together with those of other families who followed, intermarried and founded our town of Little Neck. Each family owned a large farm or farms which were self sustaining. Many people still living in Little Neck and nearby towns are descendants of these first families.

At first their property was partly in the town of Hempstead and partly in the town of Flushing. They acquired their land through the Dutch West India Company and by negotiations with the Indian chiefs, one of whom was Tackapousha. Sometimes it took much time and patience to settle boundary lines to the satisfaction of all concerned. These grants were later confirmed by the English governors, Nicholls and Dongan.

William Haviland wrote to Governor Andros complaining that Captain Thomas Hicks had obtained a patent from Governor Nicholls in 1666 for a neck of land, called Madnan's Neck, within the limits of the Town of Flushing. This area by consent and agreement, was divided into equal parts between him, Richard Cornell and Elias Doughty. Later Mr. Haviland bought Mr. Doughty's third but found himself encroached upon by his neighbors, Cornell and Hicks. Will-

iam Haviland petitioned to the governor to make a division of the land, giving each his rightful proportion and share, which had been promised but hither-to delayed.

There was also difficulty with the Indians over ownership. The Indians felt that they had sold some land to the southward but not to the northward. A meeting was held at Mr. Hicks' home by the Indian and white settlers. Tackapousha was the Indian leader and spokesman and Mr. Esdall acted as interpreter. Nothing was fully concluded at this meeting, but Governor Lovelace advised that, if the Indians persisted, they should be given a present to satisfy them.

At another council meeting held October 21, 1675, before Governor Andros, an agreement was made that no powder or lead was to be sold to the Indians. Richard Cornell, Captain William Lawrence from Flushing, and Mr. Gildersleeve and George Hewlett from Hempstead, came to this council. Tackapousha and his followers came in the evening. The Indians renewed their pretenses to the land to the north of Hempstead and particularly Cow Neck, Little Madnan's Neck. As the Indians rejected all offers that were made, it was decided neither whiteman nor Indians were to be permitted to settle there.

One of the Indians claimed that the three necks on the North Shore belonged to him and his squaw. The Indians asked 120 English pounds for two of these necks and wished to keep Cow Neck for themselves. It was decided that all who had claims must come together at some other time and let the Governor decide.

On November 23, 1675, Governor Andros declared: "Whereas I am informed that heretofore in the time of Governor Nicholls, the neck called Cornbury or Little Madnan's Neck, where Captain Thomas Hicks doth reside, was adjudged to be within the limits of the Town of Flushing, since which time a line has been run and it is found that part of the land and neck, belonging to Thomas Hicks is within the bounds of Hempstead Township, where he hath likewise considerable interests and is now Justice of Peace for town and Riding; these are to declare that from and after date hereof, the farm and land upon Cornbury belonging to Captain Thomas Hicks shall be deemed and held to be within the bounds and limits of Hempstead and no longer of Flushing. Given under my hand this 23rd day of November, 1675".

E. Andros

Therefore it becomes apparent that the early settlers had their difficulties in establishing the boundary lines of their holdings, not only among themselves, but also with the Indians and with the townships - Indians claiming they had not sold to the whiteman, the whiteman not able to establish his boundaries and the Township of Flushing not able to determine the line of division from the Town of North Hempstead.

INDIANS IN AND AROUND LITTLE NECK

The first printed description in the English language of the Indian inhabitants of Long Island, was made after the English took possession of New Amsterdam in 1664. It is contained in a rare and valuable book written by Daniel Denton, one of the first settlers in the town of Jamaica, N.Y., and later a magistrate of that town. This book was published in 1670. It gives an interesting account of the primitive Long Island Indians. The following description of the manners and customs of the times is said to be accurate.

The Indians lived principally by hunting and fishing. Their wives being the husbandmen, tilled the soil and planted corn. The meat they lived upon mostly was fish and fowl and venison. They also ate polecats, skunk, possum, turtle and the like.

They built small moveable huts which they moved two or three times a year. They had their principal quarters where they planted their corn, hunted and fished.

Their clothing, up to the time of the whiteman, was made of deer-skin. After that, they used cloth. They wore no hats, but commonly wore about their heads a snake-skin or belt of their money or a kind of ruff made with deer-hair and dyed a scarlet color. They greased their bodies very often and painted their faces with several colors, such as black, white, red and blue. They took great pride in this, since each was painted in a different manner.

Their money was made of shells and was called wampum. It may be interesting here to describe how this wampum was made. The elongated beads were $\frac{1}{3}$ of an inch long and $\frac{1}{4}$ inch in diameter. They were of two kinds. The white wampum was made from the stock or stem of the univalve shell called periwinkle, and the purplish or brownish black, from a bi-valve, quahaug, or ordinary hard clam. So rich was Long Island in wampum that two of the names given to it by the Indians were Seawanhaka and Wamponomen, both signifying the island or place of shells. The white variety was easiest to make. It was only necessary to take out the central column of the spire of the periwinkle. All the rest of the shell was broken off and the edges smoothed. The dark variety required more labor which made it twice as valuable. The Indian broke off about $\frac{1}{2}$ inch of the dark eye-part of the shell of the hard clam and shaped and polished it smooth as glass. He drilled a hole through it with a sharp stone. He rolled it continually on his thigh to smooth it down. It became legal tender of the early settlers. In 1673 it was publicly ordered that six white or three blacks should pass for a stiver or a penny. Wampum ceased to be used as money in 1680 because the white man began making it by machinery. Coined money was almost non-existent until after the 2nd British occupancy, sometime after 1674.

In their wars the Indians fought no pitched battles, but when they had notice of an enemy's approach, they endeavored to secure their wives and children upon some island or in a thick swamp. Then the men waylaid the enemy from ambushes. If seven or eight

were slain in a fight, it was considered successful.

When an Indian died they buried him in an upright sitting position, with his gun, money and such goods as he owned, that he might be provided for in the Happy Hunting Ground, which they conceived to be Westward. At his burial, his nearest relatives attended the bier with their faces painted black. They visited the grave once or twice a day, where they sent forth lamentations as long as the paint lasted on their faces. After that they visited the grave once every year. They fenced their graves in with a hedge and covered them with mats to shelter them from the rain. When an Indian died his name died with him. No person dared to mention his name, to do so was not only a breach of the law, but an insult to his personal friends and relatives, as if it were done to renew their grief. Any person that had that name was obliged to change it and take a new name. They named themselves, taking such names as rattle snake, skunk, buck's horn, or the like. If a person died and his name was some word used in speech, they likewise changed that word and invented a new one. Thus, their language underwent numerous changes.

The following are excerpts from Carlyle Smith of Hempstead. The Long Island Indians were of the Algonquin race. They settled on bays, creeks, and harbors on the North and South shores. The names of many of the Long Island towns such as Manhasset, Setauket, Montauk, Massapequa and Canarsie were named by the Indians.

The coming of the European, uprooted the aboriginal culture and those Indians who did not die of new diseases, were absorbed by the whites or herded onto reservations, where a few mixed bloods may still be found.

The Montauks included most of the Long Island Indians excepting those of the western part of the island. The Matinecocks were a large tribe on the North Shore. Little Neck and its adjacent bay and creek was an ideal spot for Indian settlement or hunting and fishing grounds. Here they would find the shells for their wampum. Here they also had good fishing and clamming, and could travel about in their canoes. They tilled some land and hunted deer and wild fowl and trapped small game. They were quiet, peaceful people, just as high in intellect as the Indians of the main-land. Their canoes were of different sizes, from the light shallop to those of 60 feet in length, wrought out of logs with stone adzes.

Their land, as was the custom with Indians, belonged to the tribe or clan and could not be sold by individuals. The sale of land was a national act and done only by treaty. It was sometimes sold at the rate of 50 acres for one axe.

Mrs. C. T. Richardson of Douglas Manor, adds this local note to the Indian life in and around Little Neck. She says that in 1642 the Sachem of the Matinecock tribe here, was Whitenyman or "One Eye" and in 1656 Agawamonon became Sachem. This tribe roamed the Island from Newtown Creek to Smithtown. Gradually the white men crowded them off and Little Neck was their last holding. This was taken from them in 1656 by Thomas Hicks and a

small band of his adherents. The site of their last battle has been determined as at Northern Boulevard and Marathon Parkway, about where Bohack's store now stands. The Indian warriors were all killed in this last battle, leaving only the women and children, and old men.

WATERS FAMILY

At the present time we still have members of an Indian family living in Little Neck. Before the white man came to America, there lived at Montauk Point an Indian Chief named Mon-go-tuck-see and his queen, named Suashawan. These two had four sons: the first, named Wyandance, became king of the Montauk tribe. The second, Pogatticut became king of the Manhasset tribe. The third son, Mon-ometon, was a sagancove (secretary) of the Mattituck tribe. The fourth son, Nowedanah, was Grand Sachem of the Shinnecock tribe.

The late chief John Waters was a descendant of the Montauks of the main shore (Connecticut) and a Shinnecock of Long Island. His great grandmother, a Montauk squaw, came from the main shore to Great Neck, in those days known as Madnan's Neck, sometime before the Revolution. She brought with her, three sons. One of them, Charles Waters, went to Shinnecock and married Jerusha Larkee, a daughter of Chief Nowedenah and Sibble Larkee. Thus tracing our Little Neck John Waters directly back to Chief Nowedenah, Grand Sachem of the Shinnecock tribe.

The late Chief John Waters' grandfather, Charles Waters, left Shinnecock to go to the Revolutionary War. After the war was over he came back to his home in Little Neck.

The old Waters' home was built in the early part of the 18th century on what was later to be the end of North Hempstead Turnpike and what is now Little Neck Parkway and Northern Boulevard. At the time it was built, the house was a two-story structure with one room on each floor. A large oven was built outside for cooking and a well was dug nearby. Many years later an addition was being built, but progress on it was retarded because most of the workmen were called away to the War of 1812.

James Waters, son of Charles, was born about 1800 and died at the early age of 23, leaving four children, John, Charles, Eliza and Mary. John, who was born in the old house in 1820, married Elizabeth Townsend, daughter of Isabelle Seaman and Benjamin Townsend of Oyster Bay, and granddaughter of Mary Virginia Gon-aolas Townsend. He was father of thirteen children, seven boys and six girls. His son, John, is the only one still living (1952). Chief John died in 1904 at the age of 84 years.

The above information was obtained from original papers in The Topographical Bureau of the Borough of Queens, W.P.A. project. This is the best and most authoritative account of the connection of the Waters family to the Indians, that has been found.

WATERS PROPERTY DEED

(from the Flushing Evening Journal, Feb. 5, 1927)

A deed recorded in the Queens County Clerk's office in the year 1808, and an article appearing in the Flushing Journal about 1905 have definitely proved that the Indian burying ground on Northern Boulevard was not an Indian reservation.

The deed between Cornelius Van Wyck of the Township of Flushing on the one part and Silvey Hicks of the Township of North Hempstead on the other part, conveyed a parcel of land consisting of 10 acres for the sum of \$375 adjoining property of Phillip Allen. This deed details the boundaries of this piece of property which shows it to be the piece on the north side of Northern Boulevard and west of Little Neck Parkway.

When Silvey Hicks Waters died she left this property to her three children, John, Charles and Mary. Mary married Joe Davis and lived in the house at 42-16 Little Neck Parkway. John lived in the house which is still standing on the northwest corner of Little Neck Parkway and Northern Boulevard, and Charles lived in a house which has since been torn down, but which was on the same property.

This does not alter the fact of the Indian ancestry in the Waters family, but it does establish the fact that the property was purchased in 1808 from Cornelius Van Wyck, and that this particular piece of land was not continuously Indian property.

OLD FAMILIES

The account of the Waters family is the first of several of the old-time residents of Little Neck. As near as possible the histories of these families are given in the chronological order of their settling in this community. Some of the stories written by members of the families while others were pieced together from documents and hearsay.

HICKS FAMILY

George P. Hicks, who lives at 55 Northern Boulevard Great Neck, is a direct descendent of Robert Hicks, who came to this country from England in 1621 on the ship "Fortune". This ship as can be seen by the date, came over shortly after the "Mayflower". Robert Hicks was a leather dresser in London and was married to Elizabeth Morgan. Their sons were Thomas, John and Stephen. John and Stephen. John and Stephen came to the town of Flushing in 1642 and in 1645 Governor Kieft granted a patent of land to Thomas Willet, Mr. Farrington and John Hicks. In 1666 Thomas Hicks obtained from Governor Nicholls a patent for about 4000 acres of land in the vicinity of Little Neck, where he lived as Lord of the Manor for many years. He died at the age of 100 years.

ALLEN FAMILY

The Allens came to Long Island from Massachusetts in 1665 or before, largely because they did not like the excessive school tax levied on property owners. In 1665 Samuel Allen purchased land from Joseph Jennings on Madnan's Neck. A copy of the deed follows:

"Know all men by these presents whom it may consarn that I, Joseph Genins of Hempstead have sould and by this do alinate and sell away from me, my heirs to Samwell Allen of the same town and his heirs all my ackacommandations, housing and land belonging thereunto excepting the dung that lieth about the house which the said Samwell Allen is to have given me sixpenc per load for it. The said housing and land and deliver two the said Samwell Allen for and in consideration of one cow now in the posseshon of the said Samwell Allen, which cow is to be delivered forwith two the said Joseph Genins and further said Samwell Allen is two pay eight and twenty shillings more in corn good and marchartable at price currant, one half in whet and the other half en gen at or bee for the first of feberway next insuing hereof and the said joseph genins is two give to the said Samwell Allen quiet posseshon of the premesses forthwith and dooth engage the premesses to bee firm authentick in law and he is to live in ye hous as he pleas till the midell next insuing the date hereof in witness and confarmation of the premesses bothe parties do respacktively set their tow hands and sells two also his sell this second of October in the year 1665".

Joseph Genins
Samwell X Allen
mark

Witness

Jonas Fordham

John Smith

In 1691 Samuel Allen deeded to his brother, Henry one half of the property which was his fathers. In 1692 Samuel deeded to his brother, Henry, another piece of property in Queens County on Madnans Neck.

Henry married Mary Udall about 1698. Their children were Henry II, Mary, Hannah, John, Ruth, Alice, Elizabeth, Phoebe and Phillip.

In 1726 Henry Allen made a will "leaving his wife, Mary, one third of his personal estate. Fifty pounds to the poor, also to his wife the best room in the house and one third of the profits, rents or benefits of his home farm or plantation during her widowhood. To his sons he bequeathed lands and meadow rights in Hempstead Township and elsewhere to be divided equally amongst them. They were not allowed to sell any of the land until they became thirty years of age, neither were they to cut or fell or destroy any green timber but what necessity required. Each son was to get fifty pounds. To his daughters he left all the rest of his personal property not already bequeathed. They were at liberty to live in his house as long as they

remained single and should have all necessary firewood. He appointed his trusty and loving friends, Theodore Van Wyck, George Hewlett and William Mott, all of them living in Madnan's Neck, and his loving wife Mary to be executors of his last will and testament. Witnesses to this will were William Burch, Richard Mott and Henry Underwood. This will was probated August 19, 1728.

On December 22, 1746, Mary, widow of Henry Allen, made a will leaving her oldest son, Henry II, five pounds; to John and Phillip, all the farming utensils and stock, also two cedar powdering tubs and all those short flour bags commonly used in the mill. Also two Negro men. All the remainder of the estate to be sold and the proceeds divided, into eight equal parts and paid to the daughters and their heirs.

The ramifications of the Allen family are too numerous to mention here. The greater part of them were land owners in Great Neck, but the property near what is now the Marathon Park section of Little Neck and also part of Douglas Manor was owned by a branch of the Allen family.

The Allen family operated the mill formerly operated by Thomas Rushmore and that was presumably the source of the money used to purchase pieces of land. They also operated a fulling mill. Fulling was the process of shrinking and tightening homespun cloth brought in by the farmers to be made into warm clothing. Henry and Elijah Allen ran this fulling mill for many years.

WILLIAM HAVILAND CORNELL

William Haviland Cornell, who died in the old Cornell homestead on Little Neck Parkway and Horace Harding Boulevard in 1950, was one of the natives of Little Neck. He was born in the house in which he died and his ancestors were land owners in Little Neck for five generations.

Samuel Cornell was born in 1702 and married Hannah Carmen. One of their children, Barak, was born in 1725. He married Mary Clark. They purchase 240 acres of land on the road from the Great Plains to Little Neck (now known as Little Neck Parkway). Barak's son John married Julia Haviland and they were parents of William Haviland and they were parents of William Haviland Cornell. Mr. Cornell was a farmer and raised produce for the New York markets for many years. Eventually he sold most of his farm to developers, retaining the old homestead and a few acres of land.

THE WALTERS FAMILY

In 1732, Henry, John and Benjamin Walters came over from England and in 1740 they purchased a farm on the high ridge on the east side of Little Neck Parkway just south of where Northern State Parkway crosses Little Neck Parkway.

John's son Benjamin married Elizabeth Valentine and their son Charles inherited this farm. He married Elizabeth Roe and had three children, Charles, Frank and Elizabeth. Elizabeth married Joseph J. Wesley and they now live in Douglas Manor.

The original house with a large Dutch oven, was superseded by a large colonial house built in 1847. The original house then became one of the out-buildings and was doing duty after the fire of 1928 which destroyed the newer house. From this house on clear days, could be seen smoke from vessels on the Atlantic Ocean. It also had a magnificent view of Garden City.

HENRY BENJAMIN CORNELL

Henry Benjamin Cornell was a life-long resident of Little Neck, and his Little Neck ancestry goes back to his grandfather, George Cornell, who was born near Lake Success on May 23, 1770. His grandmother, Hannah Doughty, was born April 9, 1774. They had seven children, one of whom was Benjamin Webb Cornell, father of Henry B. Cornell.

Henry B. Cornell was a farmer tilling the soil on the old home-
stead acres for many years. This farm was one of those included in the Vanderbilt estate.

Mr. Cornell and his family attended Zion Episcopal Church in Douglaston. He was a vestryman for over a quarter of a century. When Little Neck began its transformation from farming into a suburban commuting community, Mr. Cornell took an active interest in its progress. He was on a committee to get a new site for a modern school. He was one of the directors of the first bank to be established in Little Neck and aided in every way its successful investment program.

RELATIONSHIP OF OLD FAMILIES

A genealogy of the Cornell family written by the Rev. John Cornell of South Portsmouth, Rhode Island, is an interesting study of a family and its many descendants.

Thomas Cornell was born in Essex County, England, in 1595 and came to America about 1638 with his wife and several children. He died in Portsmouth, R.I., about 1656. He had five sons, Thomas, who made his home in Rhode Island; Richard, who came to Long Island; John, whose descendants came to Long Island; Joshua and Samuel, and three daughters. Elsewhere in this history is found a record of John's descendants. This is a record of Richard's.

Richard Cornell came to Long Island and settled in the Town of Flushing about 1655. In 1679 he bought from Abraham Smith 100 acres of woodland in the Town of North Hempstead, the boundaries given as "from a slough running to Little Success Pond two points south to the white oak, and from thence north two points to Madnan's

Neck path, thence to a tree marked R.C., the next line north two points west." He also bought large holdings from the Indians. A survey made in 1685 shows that Richard Cornell owned 837 acres in North Hempstead and Flushing Townships, southeast of Little Neck at Lake Success. Richard Cornell conveyed to his son-in-law, John Washburn, land south of a brook running from Rushmore's Mill (later known as Cutter's Mill). He also sold 60 acres near Success to a cousin, John Cornell, probably a son of Thomas.

Richard (third) son of the above Richard, was given one half of the land at Success adjoining Washburn's. In 1752 this land, about 150 acres was conveyed to Whitehead Hicks.

One of Richard's sons, Obadiah, bought 12 acres from John Fowler in 1781 on East Alley Road. His son Lewis lived there and had seven children. One of these children, William Hallett Cornell, was born in 1800 and married Elizabeth Doughty. Another son, John Henry, married Mary Hegeman. These two brothers lived on East Alley Road on adjoining properties. Two daughters of Lewis Cornell were Ann and Catherine. Catherine married John Bennem from Gravesend and lived where Walter and Ida Smith now live (1950) on 60th Ave., then known as East Alley Road. Ann married Jeremiah Van Nostrand.

William Hallett' Cornell's children were John Henry, who married Matilda Lowerre; Benjamin who married Margaret Wright; Catherine, who married John Foster, Cornelia, who married Thomas Valentine; Jane, who married Jeremiah Valentine (not a brother to Thomas) and William L., who married Emily Bennett.

John Henry Cornell's children were Ella Josephine whose first husband was Edwin Bennett, and whose second husband was William Pudney; Matilda Emma, who married Charles Hicks; and Benjamin, who married Serena Wright. Ella's daughter, Edwina, married William A. Hutton, thus tracing the Hutton family back to the original Richard Cornell.

Catherine, daughter of Lewis Cornell, married John Bennem and their children were William, who married Henrietta Woolley; Elizabeth, who married Job Deacon; John, who married Sarah Cornell (daughter of Benjamin Whitehead Cornell) and Ellen, who married Benjamin Fowler.

This brings the record to descendants of the original Richard Cornell who are living in Little Neck at the present time. John Bennem and Sarah Cornell's descendants are the Randels, Allens, Bennems and William Cornell's family.

Ellen Maria, daughter of John Bennem and Catherine Cornell, married Benjamin Fowler. Their children were Charles, William, Catherine, who married Sanford Gowdey, Abby, who married Isaac Jackson Poole; James, who married Emma Morgan and Maria who married Isaac Poole Robinson. This Catherine Cornell is a common ancestor to the Bennems, Fowlers, Allens, Randels, Robinsons and Pooles.

William Hallett Cornell's daughter had a son Thomas Jefferson Cornell, who married Ann Van Nostrand. Their children were Mary,

EARLY RESIDENTS OF LITTLE NECK



CATHERINE FOSTER
Daughter of William H. Cornell
Born Dec. 19, 1823



JOHN FOSTER



JANE VALENTINE
Daughter of William H. Cornell
Born May 1839



JEREMIAH VALENTINE

who married George W. Hutton; Estelle who married John Middlecamp; Frances who married W. Bowker. Thus the Hutton family is related to the Cornell family by the marriage of Mary Cornell to George W. Hutton, parents of William A. Hutton.

There is no end to the relationships from inter-marriages of the old Little Neck residents, but these recordings are enough to give some idea of the family ties.

THE VAN NOSTRAND FAMILY

From early times we find members of the VanNostrand family living in Little Neck. Adrian Van Nostrand was born in 1785 and married Sarah Layton in 1810. She was a daughter of David Layton, who was a captain in the Revolutionary War. They lived in a farm house which has been destroyed by fire. The location of it was about the southern end of Browvale Drive. There was a lane leading to this house from Little Neck Parkway just below the schoolhouse (intersection of Bates Rd. and Little Neck Pkwy.). Adrian and Sarah raised a large family and two of their sons, William and Albert became farmers in Little Neck.

Albert's wife was Harriet Williams and their children were Charles A., David L., William H., Maria and Margaret. The old homestead where this family was raised was opposite what is now the Hazeltine Laboratories on Little Neck Parkway. His son Albert, built a house next door and here he and his wife, Phebe Woolley, raised their family, Hobart, Albert, Louise, Grace, Harriet and Agnes.

Another son, William, married Mary Ketchum and lived on the Adrian Van Nostrand farm for many years, later moving to the village in "The Old Oaks" on Northern Boulevard.

Charles A., married Louisa Frost and lived for many years on Little Neck Parkway north of 41st Rd. This house was later occupied by a daughter, Mrs. Isaac Ludlam, who is famed for her lovely flower garden.

David L., born August 30, 1851, was another son of Albert and Harriet. He was a successful business man in Little Neck and Flushing. He married Clara Fleet and lived in the place on Northern Boulevard built by Captain Peters and called "The Old Oaks". He started in the grocery business at the age of 17. Later he owned a coal and feed business. At one time he had the coal yard at the Little Neck Dock and later opened one where Alley Creek crosses the meadows between Douglaston and Bayside. In 1880 he was elected Justice of the Peace and in 1889 he was Town Supervisor.

The VanNostrand farms have all been sold to developers and the farm-houses have all been destroyed; thus ending the occupation of farming which provided a living for their owners for many years.

POOLE-ROBINSON FAMILIES

The first record of the Poole family in this country is of Solomon and Letitia Jackson Poole. Their son, Jackson Poole was the father of Isaac Poole who married Sarah Valentine and moved to Little Neck in 1850. It is interesting to note that the name Jackson is still one of names in use in the Poole family, being the middle name of James Jackson Poole, son of Lester Jackson Poole.

Isaac and Sarah Valentine Poole lived in Fordham until the old High Bridge was built over the Harlem River. They sold their farm in Fordham and moved to Little Neck. Coming first to rent the Willets farm where Newell Daniels development is at present.

The first winter they were in Little Neck was a severe one and the long lane leading to their house was completely filled with snow. Roe Haviland and his son, John, brought over their snow plow and plowed out the lane for the new neighbors. Later the Pooles bought a farm on Little Neck Parkway, where the Hazeltine Laboratories are now.

Isaac Poole was interested in horses and used to board the horses which his brother-in-law, William Wilkins, used to draw his stages for the Broadway Stagecoach Company. These horses would be sent to the Little Neck farm to rest up. Quite often these horses did not appreciate what was in store for them, and the boys who rode them had difficulty in persuading them to make the long journey. They tried to turn back when they reached Long Island City. When they were hitched to the farm vehicles they were unaccustomed to, they sometimes kicked them to pieces.

Isaac Poole's favorite recreation was horse racing and he entered some of his horses in competition on the Hempstead Plains. One of his best race horses was called "Woodpecker". When Woodpecker died, his skull was nailed over the barn door and remained there for many years as a reminder of the days when he won races for his owner.

Isaac and Sarah Poole had one son, Isaac Jackson Poole, and three daughters, Amanda, who married Theron Robinson, Ida who married James L'Homedieu, and Jane who married John Willets.

Isaac Jackson Poole married Abby Fowler, their children were Lester Jackson, Myron Valentine, Edgar Willets, Sanford Gowdey and Maria. Isaac Jackson Poole tilled the soil which his father had left to him, until he sold the farm to William K. Vanderbilt, Jr. Theron Robinson who married Amanda Poole was a descendant of the Rev. John Robinson of Chaplin, Connecticut. He came to teach school in Little Neck and was instrumental in getting the first bell for the school. Their eldest son Isaac Poole Robinson lived in Little Neck throughout his entire life. He married Maria Fowler and lived in the Fowler Homestead on Little Neck Parkway where his two daughters were born. Later the family moved to 41-32 Little Neck Parkway. When he built in 1907, his was one of the first houses in Little Neck to have central heating, city water and electric lights.

MOTT-WILLIAMSON

Mrs. Jane Mott Mezger gives the following account of her ancestors in Little Neck. Her great-great-grandfather came from England in the 1600's and settled in Little Neck. Her grandfather was born Dec. 8, 1785 near what was later to become the Douglas Estate, not far from the old Allen homestead. This was in the days when this territory was all called Little Neck. Two of his twelve children, James and Hester made their homes in Douglaston. Grandfather Mott was killed by one of his own oxen while getting salt hay from the meadows.

Samuel Mott was born in 1823 and married Susan Wanzer in 1856. They lived in Douglaston when they were first married, later moving to the Rock Island House on the Cutter farm. This old house was located where the Citizen's Water Supply now have their station.

Samuel had twelve children. Three of them were born in the Rock Island house. In 1864 the family moved to a house near the dock in Little Neck, later owned by Warren Williamson, a son-in-law. Samuel Mott bought this place from Benjamin Woolley, paying for it with a little cash and working out the balance in clams and oysters. In 1884 one of Sam Mott's daughters, Martha, married Warren Williamson and made her home in the old homestead raising a family of ten children. In 1890 they remodeled the old house making it a two story house.

Samuel Mott was a boat builder, which, together with his clamming and oyster business kept him busy around the dock. Their neighbor, Jane Pike, who had been a slave, worked in neighboring homes. Before she came home at night she asked the Mott children to sprinkle salt around her door way. She believed that if anyone had poisoned the ground while she was away, this salt would kill the poison.

BLOODGOOD HAVILAND CUTTER (from poems published 1886)

The Long Island Farmer Poet, Bloodgood H. Cutter, was born in Little Neck on August 5, 1817. The old farm house where he was born and lived during his early years, is what was then known as the Haviland house and is located on Northern Boulevard, just east of Cutter Mill Rd., now known as The Homestead Inn.

In 1840 he married Emiline Allen, who lived in the old homestead on Little Neck Parkway near the Little Neck railroad station. The railroad was not there at the time, but was put through the Allen property in 1866. The story goes that Miss Emiline's father did not look favorably on this match with Bloodgood, so they arranged an elopement. Emiline got out of a bedroom window and Bloodgood met her and they ran off and were married secretly. Whether Bloodgood brought his own ladder or borrowed that of his prospective father-in-law, is not known.

In 1884 Roe Haviland died and left his farm to Bloodgood Cutter. He built a home on the crest of the hill overlooking Long Island Sound on the property just east of Westmoreland (now known as Great Neck Terrace). A long lane, lined on either side with cherry trees, led from the main highway to the house. From the north side of this house there was a beautiful view of the Sound, which Bloodgood said, was equal to the view of the Bay of Naples.

Mr. Cutter always regretted his lack of education. He had attended the district school at Lakeville, but was compelled to leave school at an early age to help his grandfather on the farm. He improved himself as much as possible by reading, especially the Bible. He loved the Bible and its teachings and when he died he left a large part of his fortune to The Bible Society.

Mr. Cutter went on a voyage to the Holy Land, and in his volume of poems, he describes this trip in full. Here are a few verses from some of his poems:

THE NORTH SHORE RAILROAD

July 30, 1863

Come out my friends and now subscribe
To build a railroad on the North side.
If each will only do his part,
We soon will see the railroad start.
Then citizens will out remove
And then the North side will improve.
How much better that will pay
Than raising either corn or hay.

.....

On laying the cornerstone of the new Methodist Church
(This is now The Little Neck Community Church)

To the Gospel cause I gave this ground
To benefit the people round.
Some do the Episcopal form reject:
And some the Presbyterian neglect.

They commenced their labors in a room
Where but a few at first did come.
Soon neighbors came to hear them pray
Increasing their numbers day by day.

One who gave largely for this good
Our Flushing townsman, Orange Judd.
Assisting him by word and deed
Encouraged the brothers to proceed.

.....

While stopping at the large toll gate
and asking them for some water;
The old lady did to me state
For that went a great way after.
She did me her troubles tell,
'Bout lugging water up that hill
Did overcome her quite a spell,
And 'twas so much against her will.

Directors of that Avenue!
I think you should have a well dug there.
And have it done quickly too,
To of your patrons take due care.

We pay you twenty cents a day. (toll)
That is enough I really think,
When travelling on your great highway,
To have cold water as free drink.

Later, after the well was dug, he wrote --

To the Directors of Jackson Avenue (Northern Boulevard)

Gentlemen, I wrote you
For a well on your avenue.
Your means have quickly placed there.
Now will I my gratitude declare.
At my request you dug a well
For that I will now write a spell;
And will endeavor thus to show
The gratitude I to you owe.

The sign board doth the people tell
They have now named it "Cutter's Well."
Why is it so? How can it be?
That they have named it after me?

I will now write a verse or so
To thus applaud the digger, too,
Who deserves credit for the same
And Joseph Munda is his name.
For that I will him recommend,
To all around, both foe and friend.
If any man wants one done quick
Apply to Joe, he'll do it slick.

.....

Poem written after the burning of the old mill which used to stand at the intersection of the railroad and Cutter Mill road.

Now the race of the old mill is run
Let us reflect what it has done.
But how long it has stood there
I cannot now in verse declare.
Old Elijah Allen owned it then
One of the real old fashioned men.
My old grandfather with little me
Would often go there and Allen see.
He had too, an old saw mill
Close by the dam, 'longside the hill.
A dry house too, he had close by
Where the homemade cloth he used to dry.
And then he had a great screw press,
And turned the cloth that they did press.

The large shears that they did use there
I gave to the Queens County Fair.
Then after his long race had run,
It fell to Daniel K. - his son,
And to his brother Phillip, too,
But not much grinding did he do.
The mill stones wherein wheat was ground
Were thought to be the best of any 'round.

.....

In 1884 he wrote on the 50th Anniversary of the L.I.R.R.
(not the Port Washington branch)

In October 1885 he wrote about blasting a great rock out of Hell Gate,
which he called Hurl Gate)

I took the cars and stopped near Hurl Gate,
To witness the explosion great.
A multitude had gathered there,
To see this wondrous affair.
When the hour of eleven did arrive,
To view it well they all did strive.
'Bout fourteen minutes more did stare
Before it blew up in the air.
Like a volcano, it seemed to be
Bursting right upward out the sea.
For a moment it seemed to stand,
Making a sight most truly grand.
As it did fall, the flash and spray
Seemed like the great Niagara
Foul smoke and vapor thick did rise
In rainbow hues before our eyes.

The fish and eels around that rock
 Most terribly did feel the shock,
 Throwing them from their rocky bed,
 And killing many of them dead.
 As on the water they did float.
 Men picked them up from their row boat.
 On those many a poor sinner
 Will enjoy a sunday dinner.
 How Gen'l Newton's wondrous feat
 Did thus produce them food to eat.
 And toward him thankful should prove
 If he does well this rock remove.

Poem on the death of Benjamin P. Allen

How sad I felt when it was said
 That my brother-in-law was dead.
 I could hardly realize that he
 Had passed from time to eternity.

.....

No more at church on Sunday meet,
 No more will we each other greet.
 Vestry meetings he'll no more attend.
 No more meet as friend to friend.
 For years he carried 'round the plate
 In that we'll miss him very great.
 He on one side, I on the other,
 Then we'd hand them up together.
 Whether the weather was foul or fair,
 As a general thing he'd be there.
 Although he lived so far away
 He tried to get there each Sunday.

.....

Mr. Cutter had quite a collection of antiques which were disposed of at an auction sale which lasted for three days. At this sale many beautiful pieces were discovered by collectors, and some of them are to be found in homes in this vicinity at the present time. John Baker of Great Neck has several beautiful pieces, including a grandfather clock, a mahogany dining table and chairs.

BENJAMIN W. SCHENCK

Benjamin W. Schenck was born in 1846, a son of Daniel and Elizabeth Remsen Schenck. His grandfather was Abraham Schenck, a farmer living in Great Neck. His father Daniel, was also a resident of Great Neck and an officer in the Reformed Dutch Church of Manhasset

Benjamin Schenck married Emma L. Hicks, daughter of John Hicks, a well known farmer in Little Neck. After their marriage they lived in the Hicks home on Little Neck Parkway, south of Lake Success.

Mr. Schenck went into partnership with his brother-in-law, Peter Walters, and conducted a general store under the name of Walters and Schenck.

Mr. Schenck's daughter, Maude, married Edward Bartow. Their home is at 54-18 Little Neck Parkway, Little Neck.

MRS. GEORGE C MORGAN

One of the oldest persons ever to have lived in this Metropolitan area, was Mrs. George C. Morgan who reached the unusual age of 104 years. Mrs. Morgan was born in New York City in 1825 and taught school in Mott St. Before her marriage, she was Eliza A. Field. She married George C. Morgan in 1851. They lived in Brooklyn for a few years, where Mr. Morgan was superintendent of the Presbyterian Sunday School. In 1854 they moved to a farm in Virginia and were there when the Civil War started. While in camp at Fort Delaware, Mr. Morgan organized a group of church members and held religious services with them. After the war the family came back to Brooklyn. In 1869 they bought a farm near the Little Neck Railroad station from John Woolley, where they lived until Mr. Morgan's death in 1917. Mrs. Morgan then moved with her daughter, Mrs. James D. Fowler and family, into a new house on part of the original farm. Here she lived until her death in 1929.

HOW THE PEOPLE OF LITTLE NECK MADE THEIR LIVING

FARMING

As might be expected, the inhabitants of this community engaged in a variety of occupations, but farming was the principal one. Old maps on file in libraries show locations, sizes and names of owners, of many farms in this area. Some of those mentioned are Charles W. Cornell, William H. Cornell, I. J. Poole, David Van Nostrand, Ruscomb Hicks, Charles Walters, John Herrick, Joseph Hicks. John Remsen and Henry B. Cornell.

These farms were good, fertile land and produced such crops as potatoes, tomatoes, corn, beans, peas, cabbage, carrots, onions and great fields of hay. In the early springtime, these farmers spread their fields with manure which came to the Little Neck Dock by scow loads from the car barns of New York City. When the frost was out of the ground, the spring plowing was done. This was a tedious job because it was all done by horse and plow, as there were none of the modern motor tractors. After the ground was made ready, seeds were sown, potatoes were cut into pieces and dropped by hand into the furrows and covered over by a horse drawn plow. In July and

August the potatoes were dug and marketed. They were taken to markets in New York City in market wagons. These market wagons were large, deep-bodied trucks with wide racks on each side. After as many bags of potatoes as possible were piled into this market wagon, a large canvas cover was thrown over the load and tied down to keep the load from slipping. Tomatoes were marketed in the same manner except that they were packed in crates instead of bags and had to be handled more carefully. The prices at the turn of the century were about \$1.50 a crate for tomatoes; potatoes were \$1.00 a bushel; cabbage, \$3.50 to \$5.00 per 100.

When the market load was ready, the horses were hitched to the wagon and an extra team was hitched to a tow cart to help get the load out onto the hard road. Sometimes this tow team took them as far as the College Point Ferry. The trip to market was quite an event, financially and socially. Here the farmer reaped the fruit of his labors and also met the neighboring farmers and had a friendly interchange of gossip and ideas. The following morning, at break of day, the grocerymen came down to buy their produce. It was something like an auction sale, the farmers holding out for better prices and the grocerymen trying to get things as cheaply as possible.

The home folks were always eagerly awaiting the results of these momentous trips to market and were ready with their sympathy if prices had been poor, and ready to rejoice and be glad if they had been good.

In 1903 agents for a New York City buyer came out to Little Neck and began buying up land around Lake Success. Up to this time land had been selling for about \$300 and \$400 per acre, but when it became known that \$750 and \$1000 an acre was being paid, there was more consternation than the sudden discovery of oil would have created in Pennsylvania. The farmers quickly came to the conclusion that if land was worth \$1000 an acre to William Kissam Vanderbilt, Jr. (Who, it turned out, was the man interested in buying up this property) it was worth that much to them and whereas they had previously reckoned themselves worth thousands of dollars, they now placed their fortunes in the tens of thousands. The tax assessors soon raised their valuations.

William K. Vanderbilt, Jr., bought up a considerable acreage and built a home near the lake. Here he lived and here his children were born. He was quite a sensation in the quiet little town, with his Mercedes racing cars and his great wealth. He named his estate "Deepdale" and employed many of the local people. He also sponsored an automobile race which is described elsewhere in this history, and that race was an event the like of which had never been witnessed on Long Island.

FOLLOWING THE BAY

But not all people were tillers of the soil. An interview with Gilbert Treadwell, brought out some interesting things about clamm-

ing and fishing in Little Neck Bay. Gil "followed the bay" for forty years. When he was first married, 50 years ago, he was making \$1.50 a day working for a builder. He asked for \$2.00 and being refused, he quit and took up clamming for a living. He could make from \$2.00 to \$3.00 a day at this work. "Little Necks" as they called the small hard clams, brought about \$.80 a bushel. A good day's raking would harvest about three or four bushels. The clam diggers would row out on the falling tide, work about six hours and come in with the rising tide. Clams were raked off the bottom of the bay with long handled rakes or tongs. The baymen would stand in their row boats patiently working these tools for hours at a time.

Oysters were also plentiful. They gathered them by dredging. A dredge was a rake-like drag with a bag attached and dragged behind a small sail boat by a rope. As many as 600 bushels in one day were dredged in this manner. They were taken to Oyster Bay to be sold. Oysters were sometimes planted in seed beds which were staked off and were the sole possession of the owner. They were under Government protection. Sometimes oyster spawn would come in with the tide and attach itself to clean rocks and there form oyster beds. When the baymen found such beds they would call it a "strike". They would tell the dredgers about these finds.

The clams were brought to Little Neck dock and sold to buyers who were waiting for them. These buyers usually were owners of sloops or schooners in which they carried the clams to Fulton Market where Little Neck clams were in great demand by lovers of sea-food.

Soft clams were dug in wintertime from the bottom of the bay with short handled hoes. These clams were called steamers.

Fishing was quite good in those days. The Roe brothers, John, Louis and George, had a net for catching shad which they stretched across the bay between Douglas Point and Crocherons in Bayside. At about five o'clock of an evening on a rising tide, they would stretch this net and, as the schools of shad came into the bay from the East River, they would strike into this net and catch their gills in the gill-net meshes. You could hear them splashing and would know you had a catch and it was time to haul in the net. The men would go out in large row boats and gather in the net, hand over hand, loosening the fish from the net as they came over the side of the boat. The shad would then be taken to New York market or sometimes George Roe would peddle them locally. When the neighbors heard his old fish horn, they would know that he had shad. Sometimes the shad were caught in "pounds". There were runner stakes driven into the bay bottom from the shore out several hundred feet leading to a purse or pound and connected with nets. When the shad struck the runners they would swim along them to the opening and as they went through they were trapped in the pound nets.

John Henry Allen and George Roe had a fish shanty on the Great Neck shore, which was called Fish House Point. They dragged nets and caught flounders, eels and other small fish in great quantities.

There are still plenty of clams and eels and oysters in the Bay but the Government has condemned the Bay as being polluted

and therefore it is unlawful to take sea-food out of it.

This fishing and clamming industry brought many boats into Little Neck dock. Often two-masted schooners, sloops canal boats, tugs and scows moored there.

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Another who made his living on and near the water was Captain Christian William Kirkman. When he died in 1900 there passed away one of the most interesting characters of the community, a man who more than any other, had developed the oyster and clam industry of the place.

He was born August 5, 1828, in Caloa, Denmark, a little province just outside Copenhagen. He was the son of a fisherman, and as soon as he was old enough, he went to sea. In 1852 he came to New York as a sailor. Here he met Bertha M. Olsdatter, whom he married. After his marriage he continued for the first year to follow the sea. For two years he was a longshoreman on the docks in New York. Then he formed a partnership with a man named Smith. These two, in a small boat, engaged in the buying of junk and iron in the towns along the Hudson River. It was an unimportant purchase on one of these trips that determined the future course of the captain.

In a lot of junk that was thrown aboard his ship was a clam rake. This rake attracted his attention and he inquired as to its use. He was told that it was used to haul clams up from the water. Kirkman then inquired about clams and learned that they were bringing a good price in the New York market. He decided to try digging clams, for just then there was a lull in the junk market.

He also learned that Little Neck clams brought the best prices. One day he fitted a handle into the old clam rake, and, hiring a boat, rowed from his home in Greenpoint to Little Neck Bay. He caught a good load of clams and took them to the New York market and received a good price for them.

He decided to keep at this business. He would leave his home on a Monday morning and row to Little Neck. His days would be spent in working the bay. At night he would sleep in a temporary shelter on the shore. Every Friday he would take his catch to market.

He kept this up until he had saved enough money to buy a one-ton sloop. His one-ton craft was more than large enough to carry his own catches, so he purchased those of other baymen and thus saved them a trip to the city.

It was not long until Captain Kirkman discovered that there was more money in buying clams than there was in digging them. He gave his whole attention to this work and kept at it until about two years before his death. During part of this time he used two sloops and when he quit the business, he owned a sloop of 40 tons.

When Captain Kirkman came to Little Neck there was not more than a dozen men engaged in clamming, and they could not make more than \$1.50 or \$2.00 a day. By planting oysters however, the clams found spawning ground under the oyster beds and increased



I. J. POOLE AND SONS READY FOR MARKET



W. H. VAN NOSTRAND'S FARMING IMPLEMENT STORE
Site now occupied by Sunrise Market

rapidly. The prosperous years for Little Neck clammers were from 1860 to 1890. In these years, the clammers would make from \$18. to \$20 a week and at times there were as many as 60 or 70 men working the bay.

Little Neck Bay as a clamming ground ended when the refuse from New York City floated into the Bay and covered the bottom. The clams were killed and the oysters did not thrive.

Captain Kirkman made one more effort to make the bay productive. In 1893 he purchased immense quantities of oyster seed and planted them in the bay, thinking perhaps his former experience with clams would be repeated. But the muddy, slimy bottom prevented the oysters from growing. Those taken out were unmarketable. He left oysters in the bay until spring and those that were not killed were found to be muddy.

Captain Kirkman built the house on the northeast corner of the Long Island Railroad property and Little Neck Parkway (Old House Landing Road), where he raised his family. This is one of the oldest houses still standing in Little Neck and is now owned by The Mussara family.

THE DOCK AT LITTLE NECK

In the year 1862 John H. Wolley and Sarah E., his wife, sold to The Little Neck Landing Association, a piece of land for dumping ground for the farmers. These farmers bought manure from the car barns in New York City and had it delivered to the Little Neck dock on scows. It was left at this dumping ground until the farmers could haul it home to fertilize their ground.

There was a coal yard at the dock, getting the coal by scow loads from New York. Benjamin H. Fowler operated this coal yard for many years. There was a little general store just south of the dock, Operated and owned by Michael Daly and later by his son Thomas Daly. This store supplied groceries not only to the neighborhood people but also to the people of outlying districts.

Peterson's boatyard has been in operation for three generations. At first the main source of business was repairing the baymen's boats and building new ones, but of late it has become a storage and repair yard for pleasure craft.

The old dock was a busy place in the days before the railroad. It was the only way of getting supplies in and out of town. The roads were merely dirt lanes and impassable a great part of the time, due to snow, ice and mud. Except for very severe cold spells, the entrance to Little Neck by way of the bay was always navigable. Some of the old sea captains who piloted sloops in and out of Little Neck Bay were Captain George Hults, Christian W. Kirkman, William Fowler and Stephen Mott. Captain Hults brought in manure from the car barns in New York City. Captain Kirkman came in to get clams and oysters for the New York restaurants. Captain Fowler ran a coal barge and Captain Mott took out oysters to Oyster Bay.

THE ALLEY

One of the most historical spots in Little Neck was the "Alley". Practically nothing is left of it since the Parkways and Alley Pond Park have been developed by the City of New York. This Alley section is located around the pond west of Douglaston Parkway and north of West Alley Road.

Thomas Foster received a Royal grant from England for more than 600 acres of land in this Alley section in 1637. Here he built a one story stone house, having one window with wooden shutters. The attic was provided with a trapdoor to be shut off after the ladder had been pulled up, whenever a retreat from Indians became imperative. There was a hallway between the kitchen and the dining room which had no window. It was completely dark when both doors were shut. In 1663 he built a larger house adjoining the little stone house. This was on the east side of the road running from Alley Pond up to East Hill. Seven generations of the Foster family occupied this house. During the Revolutionary War, Hessian soldiers ransacked the little stone house and hung old Mr. Foster on a tree which stood between the house and the pond. He was rescued but never fully recovered from the shock.

A woollen mill was built at the Alley by John Baird, who operated it until 1820, when it was destroyed by fire, caused by an overheated stove pipe. The loss was \$10,000 and put an end to the manufacturing interest of the place.

The old Buhrman grist mill dated back to 1752 and was operated by James Hedges until 1782. This old mill stood at the meadow edge north of the pond and west of the general store. It was in operation as a grist mill until 1910. Fire destroyed it in 1926, thus causing the loss of one of the oldest and most picturesque buildings of the Alley.

In 1828 Benjamin Lowerre acquired the grist mill and built the general store on the site of the old woollen mill. He operated these properties until 1858 when he sold to his son-in-law, William C. Buhrman. The general store was one of the best stocked stores in the section for many years. The drygoods, hardware and general groceries were the source of supply for a large area surrounding the Alley.

Near the general store was a blacksmith shop operated by John Bennem 55 or 60 years ago. William J. Bennett also had a blacksmith shop in the Alley section. In 1850 he built a house on the south side of the Alley Road near the mill pond and his shop was located in back of his house about where the colonial Sand and Gravel pits are now.

Travelers drove from Roslyn to New York by way of the Alley 110 years ago, since that was the only road. It was the custom to pause at the general store and post office to rest the horses and get some refreshment and rest for themselves.

When the stagecoach came through with the mail it was quite an event. The Rev. Lester Leake Riley tells in a picturesque manner about these old days in the Alley in his tercentenary celebration booklet. In the "Tercentenary Pageant", Rev. Riley tells how George

Washington passed through the Alley and paused long enough to get refreshments from "our Alley Tavern host".

In 1829 Wynant Van Zandt drove down to the Alley to greet the neighbors who were gathered there to thank him for his part in building the roadway across the meadows. Thomas Foster said, "The meadow way is through at last from Little Neck to Bayside corner". Eliza Allen said "So that road is passable now". Roe Haviland said, "Three cheers for Wynant Van Zandt". Van Zandt replied "Good friends and neighbors, don't thank me. 'Tis a good job done and everyone give thanks all around, say I. But heed me now as I say this word to you, dear people of Little Neck! We want a school for our children. We want a church for our people. So I ask Stephen Cornell to read our proposal".

Stephen Cornell then read, "Whereas it is considered that the erection of a church for public worship and also the erection of a school on land be given by Wynant Van Zandt in Little Neck will be productive of great advantage to the men and women, boys and girls of the community; therefore a strong effort will be made and this appeal presented to the liberality of all persons disposed to good order and morality. I call the names of the signers of this document this 15th day of April, 1829, Wynant Van Zandt, Roe Haviland, Philip Allen, Eliza T. Allen, Richard Allen, Jeffrey Hicks, Joseph L. Hewlett, Jerome Van Nostrand, William Haviland, Thomas Hicks, H. B. Cornell, Charles Peters, Richard Place, Thomas Foster, Jeremiah Valentine, Robert B. Van Zandt, Edward Van Zandt and Washington Van Zandt". Thus was the town itself built by the combined efforts of the sturdy townspeople.

THE GENERAL STORE

One of the most colorful and picturesque businesses in the farming communities of the olden times was that of the general store. The one in Little Neck was no exception to the rule. Here on the southwest corner of the two main streets of the village stood the store. There were other small stores at different times: one was run by Michael Daly at the dock; one was run by Everett Reeves near the railroad station; another was Chapman's store which later became the Van Nostrand's feed store; but the store was operated by Edgar C. Poole in 1861. This was the center of the town in every respect - center for getting supplies, such as kerosene oil, sugar, flour, groceries of all kinds, calico for house dresses and aprons, men's clothing, shoes, (men's and women's at \$2.00 a pair, children's at \$1.25), dishes, lamps, lanterns. In other words, all the essentials for daily living. Butter sold at 25¢ a pound, sugar at 6¢ a pound was scooped out of a barrel. Flour in 25 pound sacks sold for 75¢. Crackers were sold by the pound, loose. The little brown molasses jug was brought in by the owner and filled at the rate of 60¢ a gallon. The customer brought his own kerosene oil can to be filled. Bacon was sliced at the store and eggs were sold from baskets. Coffee and tea were sold at 15¢ per pound.

After Edgar C. Poole, the store was operated by Walters and Schenck until Mr. Walter's death in 1890, when Charles A. Van Nostrand became Mr. Schenck's partner. In 1895 Sutphen Bros. took over and continued in the business until 1899. Their wagon routes included Kings Point in Great Neck, Lakeville, Searingtown, The Alley, Creedmoor, Douglaston and Bayside. The supplies for this store came in by rail and were called for at the freight depot. Later George Howe occupied the store as representative of the Grand Union Tea Company. Many a family living in Little Neck today has dishes or baking bowls which Mr. Howe gave as premiums. After Mr. Howe gave up, Albert Schneider took over the store and continued in business until the chain stores began to get a foothold. He was the last proprietor of the old grocery store. Now the Bank of Manhattan Company building stands on the site of the old general store.

POST OFFICE

From the national archives in the Post Master General's office in Washington, D.C., we learn that the Little Neck Post Office was first established at the Alley on March 1, 1821, with Samuel B. Barnum as postmaster. This was a little yellow building, south of the Buhrman store and was still standing in 1926. The name of this office was changed to Flushing in 1826 and again to Little Neck on April 22, 1828, when Effingham Lawrence was appointed post master. The mail was brought to this office by stage coach about twice a week. The office was discontinued on February 5, 1830.

Again on March 3, 1859, a Little Neck post office was opened with James A. Chapman as postmaster. This was located on Northern Boulevard, about where the Sunrise Market now stands.

On August 10, 1861, Edgar C. Poole became post master and the post office was located in his store at the corner of Northern Boulevard and Little Neck Parkway, where the Bank of Manhattan Company now is located. On June 5, 1866, James A. Chapman again got the appointment. There seems to have been quite a rivalry to get this government plum. This is shown by the frequent change of postmasters. Samuel E. Poole was appointed March 22, 1869. On February 26, 1872, Edgar C. Poole was re-appointed. Another change came when Henry Haviland was appointed on March 27, 1876, to be succeeded on January 17, 1878, by Stephen Wilson who was also the town druggist. He held the postmastership longer than any of his predecessors, being followed by Peter Walters on May 22, 1869. Upon the latter's death, Benjamin W. Schenck received the appointment on July 30, 1890 to be succeeded by Charles A. Van Nostrand on April 30, 1895. The succession continues with Stephen Wilson being appointed on Jan. 23, 1899. On October 5, 1910 Warren W. Williamson was appointed and held office until it was discontinued on January 31, 1914. After that time, the mail was sent through the Flushing Post Office and Little Neck no longer had a post master. The present post office, located at 250-06 Northern Boulevard, is a sub-station.

Miss Ida Smith was assistant to the postmaster beginning, during the term of Charles A. Van Nostrand and continuing through the term of Stephen Wilson. Although not appointed, she took entire charge of the outgoing and incoming mails during that time and rendered valuable service to the town. There were no mail carriers, and visits to the post office were a part of the everyday chores. Children coming home from school stopped in to see if there was any mail, and when they put their hands through the window, Miss Smith would jokingly stamp "cancelled" on their palms with her official stamp. These rural post offices were a great source of gossip. No post card went through unread and post marks were studied carefully.

THE VILLAGE BLACKSMITH

Certainly blacksmithing has been displaced from our every day life, but in the nineteenth century it was still an essential part of the community. Charles L. Bennem was blacksmith in Little Neck, doing business on Little Neck Parkway, south of Northern Boulevard.

Little Neck did not have a Longfellow to write of the local blacksmith but his poem "The Village Blacksmith" applied to Charles Bennem as if it had been written about him. The children coming home from school looked in at the open door and saw the burning sparks fly, smelled the acrid smoke rising from the horses' hoofs, and heard the ring of the hammer on the anvil as the iron was hammered into shape to fit the horse's foot. The stone driveway in front of the shop was worn smooth by the hoofs of the horses coming in and out. Although there was no spreading chestnut tree over the shop door, there were plenty of chestnut trees surrounding it, and many a bushel was gathered by the neighborhood children.

With the advent of the automobile, the first bell was tolled for the death of the village blacksmith shop. They suffered a slow death for a few years, but the era of the horse was over. And so the village smithy closed its doors in 1925 and completed its usefulness of a period of over half a century.

SHOE MAKER

Herman Venzke was born in Germany in 1844 and migrated to America in 1871. He settled in Little Neck where he bought the shoe repair shop from Mr. McCreary on Little Neck Parkway south of the general store. Mr. Venzke was an excellent cobbler, making boots for the men and shoes for the women and repairing them. He had a wagon route, selling to the farming people in the outlying district, and it was when returning from one of these trips that he met with a fatal accident. When he came to the railroad crossing in Floral Park he got out to see if all was clear, but did not see the train coming in the opposite direction. His wagon was struck by the train and he was killed. After his death, his daughter carried on the busi-



CHARLES L. BENNER BLACKSMITH

1248200



STORE AT ALLEY POND

ness for several years. She got some machines for sewing the leather and put in quite a stock of new shoes and continued on with the business for several years.

PEDDLERS

In the days when stores were few and far between, the traveling peddler had a very useful and valuable service to render to the farming communities in the early 1800's. Some of the old residents can recall there itinerants. "Jimmy Strauss" came around with a wagon loaded inside and out with all the utensils and articles of clothing needed by the farm people. It was from Jimmy that the hired man got his overalls and straw hats. From Jimmy came the milk strainer, baby's rattle and an occasional new pot or pan. He was a welcome visitor, since it was a break in the monotony to have someone from the outside world with whom to exchange gossip and a friendly chat.

There was the scissors grinder. He usually had slung on his back a wooden frame holding an emery stone. He carried a large dinner bell which he rang to announce his arrival, usually chanting in a sing, song "Scissors to grind, scissors to grind".

The umbrella man carried an assortment of old umbrella ribs and loose covers. He came around very often and yelled "Umbrellas to mend".

An Italian banana man came around to bring a welcome treat that varied the monotony of home grown fruits.

The candy man was not a peddler, but if one happened to live in the village and saw him coming to stock up the local stores, he would sell penny candies, long licorice strings, all day suckers, peppermint lozenges and lumps of cocoanut.

The fish peddler pushed a cart in front of him and yelled to let the neighbors know he was in town. What he yelled sounded like "Addick" which interpreted, meant haddock.

The harness maker would come to repair harness and leather gear for the farmers. He was welcomed for his company as much as for his work.

The farmer also needed threshers who came on call when needed to thresh the home grown wheat and other grain. This threshing was done by hand on the barn floor.

DOCTORS

The oldest mention of a doctor in Little Neck is of a Dr. Morrell, who lived in the old Phillip Allen homestead, which would be at the south west corner of Little Neck Parkway and the Long Island Rail Road. Little is known of him, but he did practice medicine in this neighborhood, in the later 1700's. After that the people of Little Neck had to call on doctors from Manhasset, Bayside and Great Neck. Dr. William H. Hoag who practiced from his home in Manhasset from

1866 to 1890, died in 1918. During the Civil War he had given distinguished service as head of a military company hospital near Albany. There he had been successful in curing hundreds of cases of pneumonia. When he came to Manhasset, he bought property on Maple Avenue from Mrs. Titus. There he built a home and lived until his death in 1918. He always had three horses and many times he would be called out several times in one night to visit patients miles away. He was truly a fine character and a fine example of the old fashioned country doctor. His brother Pierre, practiced for a time in and around Manhasset and later sold out to Dr. Charles M. Niesley.

Dr. Niesley covered the territory from Roslyn to Bayside from 1899 to 1927, travelling by horse and buggy. He had slates in local stores and would stop each day to get the names of patients. Later when the automobile came into general use, he was among the first to own one. With the automobile and telephone he could give better service and make more calls.

From Bayside came Dr. Charles B. Storey and Dr. Harris A. Houghton who practiced at about the same time as did Dr. Niesley. In Great Neck there was Dr. Wellwood and later Dr. Alfred H. Parsons. These doctors were all well loved by their patients and, while they did not have modern drugs, they did good work and saved many lives both by their skill and with their sympathetic understanding of human problems.

Almost without exception babies were born at home in those days, with the help of a mid-wife. Here in Little Neck a colored mid-wife, Libbie Hicks, was called in on those occasions and with her able help, the doctors brought many a healthy child safely into the world without the expense of today's modern hospital conveniences.

Little Neck did not have a resident doctor until the boom of 1926, when Dr. James Watt came to make his home here. He built up a large practice and was the forerunner of the many doctors now practicing here.

The old adage "An ounce of prevention is worth a pound of cure" was practiced by the early mothers. They knew how hard it was to get medical attention and that it cost money, which was never plentiful. They ward off illness with goose grease and other home remedies. Throats were rubbed with goose grease and wrapped in flannel. Sometimes a chopped onion poultice was put on. Hot mustard foot baths were used at the first sign of a cold. A bottle of liniment was always kept on hand for sore muscles. Spirits of Camphor were inhaled for head colds. Doses of Spring tonic made of molasses and Sulphur were forced down unwilling throats to tone up after a hard winter. Herbs were dried and hung from rafters to be used in making herb tea. These home remedies saved many a doctor's bill. Time enough to call him in if these remedies did not work.

THE WHEELWRIGHT

One of Little Neck's successful business men of the early days was Alfred P. Wright, who conducted a wheelwright shop on Northern Boulevard for many years. He was born in Brooklyn, August 27, 1849 on Hudson Ave. When he was seven years old he moved to Little Neck with his parents. This journey was made in a sail boat with Capt. George Hults. His mother was coming here to keep house for her widowed father, Benjamin P. Lowerre at his home at Alley Pond. The Buhrman family purchased this home after Mr. Lowerre's death in 1858.

Mr. Wright started in the wagon business on his own account when he was nineteen, continuing in business in Little Neck until he was driven out by the coming of the automobile. Then he went into the garage business.

In an old diary which his son Elbert has kept as a memento, there are entries showing work done for various old Little Neck residents. He made very good clam rakes which were purchased by the local clam diggers. These rakes were made with heavy iron prongs fitted to long wooden handles. He made wagons for Judge H. S. Moore, David L. Van Nostrand, William P. Douglas and many others. He also showed some of his wagons at the Mineola Fair in 1894. His old diary tells of how he visited the Fair every day that it was open that year and with what interest he put his wagons on display.

HARVESTING ICE

Not many years ago the only way to have ice for refrigeration was to have it cut from ponds and lakes in the wintertime and store it in ice houses for summer use. When the weather was at its coldest and ice on the lakes was at its thickest, men who had horses and wood-sleds were called upon by store owners and hotel men to come out and saw through the thickest part of the ice and cut it into cakes about two by three feet. These cakes were dragged to shore and loaded on sleds. Usually the ice was cut when snow was on the ground so it could be hauled on these sleds.

The loads of ice were put into ice houses which were cellars dug into the ground, with a frame roof over them. They were lined with salt hay, and each layer of ice was covered with salt hay. In these cool cellars, insulated with hay, the ice kept fairly well. It was taken out when needed during the hot weather for cool drinks and such refrigeration as was necessary. The ordinary householder did not have much ice. They depended on their cool cellars for keeping food and sometimes put butter and other perishables in containers and let them down into a well to keep them cool.

BUTCHER SHOP

A thriving business of the early days was that of the local butcher. Mr. William H. Place moved to Little Neck in 1884 and lived on Little Neck Parkway. He worked for a while for Walters and Schenck as a butcher. He started in 1890 in a store on the south side of Northern Boulevard, and bought a house on the other side of the Boulevard. Here he lived with his family until he retired in 1915. His old home is now occupied by the Douglas Lending Library and his shop is now the Little Neck Upholstery Shop. (1952).

OLD HOMES STILL STANDING

WILLIAM H. CORNELL HOMESTEAD

The William H. Cornell homestead is on the East side of Little Neck Parkway just north of Horace Harding Blvd. at 54-47 Little Neck Parkway. When Mr. Cornell's daughter and her family were living there a few years ago, they were the fifth generation of the Cornell family to live in the old homestead.

William Cornell's family lived in Little Neck since the early 1700's when the land was under the rule of England and called the Province of New York in charge of "Sir Henry Moore, Baronet Captain General and Governor in Chief in and over the Province of New York and the territory depending thereon in America." The Cornell property was originally a grant from England and comprised nearly 1000 acres, extending from Success Pond to the Alley and from Little Neck village to Jericho Turnpike. These records are taken from old deeds and wills in Mr. Cornell's possession. These papers, all written out by hand, are yellow with age and brittle, but are still legible. One of these documents, dated October 20, 1772, mentions property whereon Joseph Cornell lately lived, and described it as being parted by a certain highway which leads from the Great Plains to Little Neck (this highway is now known as Little Neck Parkway), bounded southerly by land of Richard Cornell and land of Stephen Van Wyck and land of Charles Hicks, westerly by road from Great Neck to Alley (East Alley Road), northerly by land of John Searing, easterly by land of Col. Stephen Hicks, then northerly by land of Stephen Hicks, by land of Charles Hicks, Jr., then easterly, northerly and westerly by land of Benjamin Cornell, then easterly by Success Pond till it comes to the first mentioned land of Richard Cornell, containing 240 acres.

The original Cornell homestead stood where Allen's greenhouses now stand, on the West side of Little Neck Parkway. This house was riddled with bullets by the Hessian soldiers during the Revolutionary War. When it became too old for comfortable living, William Cornell's grandfather, John Cornell, built the present house in 1826, at a cost of \$400. Mr. Cornell's father was a boy at the time, and helped to build it. There Mr. Cornell lived with his wife, Aletta Field until his

death in 1847.

Another of the old papers, is his will in which he left one half of the house to his wife and the other half to his son, John. This son John was William's father. He married Julia Haviland.

One of the most interesting of these old papers is the will of Samuel Cornell, dated April 6, 1768, in which he leaves his wife, Hannah, 500 pounds, also two negro slaves, proof that slaves were owned here in the North at that time.

An aged slip of paper dated March 20, 1883, shows where John Cornell paid to John Young, the sum of two pounds, eight shillings and 10 pence for weaving 28 yards of linen and tow and 25 yards of wool cloth. This refers to the old woollen mill at the alley.

The Cornell home is one of the best preserved of the old houses still standing. It was originally only one story with a center hall and an attic above the living quarters.

The furnishings are all old pieces which had been stored in the barn, but have now been restored, making it one of the best examples of the early days in Little Neck, with the added attraction of modern conveniences.

From the original grant of about 1000 acres, it has now dwindled down to the homestead with about one acre of ground around it. The house sets well back from the road on a rise of ground. For years there was a pond at the lower end, where a handsome modern gas station now stands.

Just outside the kitchen door there was a well where the water supply came from during the years prior to the City Water supply.

Mr. Cornell felt that he had authentic records in these old papers to show that their home is one of the oldest and that his family has been in Little Neck the longest of any white family. Many of the other surrounding farms were bought from the Cornell land grant, among them being the Van Nostrand farm, the Isaac Poole farm and the Weeks farm.

THE HARRY P. HEWLETT HOMESTEAD

One of the most charming of the old Little Neck homes is that of the late Harry P. Hewlett on the northwest corner of Westmoreland Ave., and 43rd Ave. It was built in 1845 by Benjamin Woolley. This house is the farm homestead on what was the Woolley farm and which later became known as the Westmoreland development.

Benjamin Woolley's first wife was Margaretta Allen, daughter of Philip Allen, and this farm was part of the Allen property covering a large part of Little Neck. The house was built on the highest spot on this farm and was approached by a lane leading from Northern Boulevard and being just a little west of what is now Westmoreland Avenue. This lane was lined with cherry trees and made a picturesque approach to the stately mansion.

The house is solidly built with high ceilings and brick filled walls. It stands shoulder to shoulder with the modern homes, without need of apology. The wide center hall and wide staircase are more beautiful than found in most of the newer homes. The two large parlors with fireplaces and large low windows are as ready for gracious entertaining now, as the day they were built.

In 1951 this property passed of the Hewlett-Woolley family and is now the home of Mr. and Mrs. George Jenner.

THE HOMESTEAD INN

This old building stands on the north side of Northern Boulevard just east of Cutter Mill Road. William Haviland built it in 1813. Bloodgood H. Cutter, the Long Island farmer poet, was born in this old home and lived there until his marriage. After the death of William Haviland, this place was sold at auction and bought by Bloodgood H. Cutter, who said he would pay any price to get possession of his birthplace. His mother, Mary Cutter, is buried in a family plot near Northern Boulevard, just east of 261st St. Here one can see a monument erected to her memory.

Charles W. Cornell, son of Julia Haviland and John Cornell, bought this homestead and lived there until his death. He conducted a large farm there for many years.

William H. Cornell, brother of Charles, bought it after his brother's death. It is now occupied as a restaurant and doing business under the name of "The Homestead Inn". The house is practically the same as when Mr. Haviland built it except for the modern improvements. Being well over a century old, it has witnessed Long Island farm life at its best.

THE WATERS HOMESTEAD

At the corner of Little Neck Parkway and Northern Boulevard is an old building which has been the home of the Waters family for several generations. Many of the old-timers of Little Neck can recall "Old John Waters" an Indian of the Matinecock tribe. Here he lived and raised a large family.

In front of the house on Northern Boulevard, there used to be an old well with a pole swung over it, on which was hung a rope to pull the bucket of water up. This well was doing duty as the water supply for the family until quite recently. When Northern Boulevard was widened the well had to be filled up.

There was an old burying ground on Northern Boulevard, where the Queens County Savings Bank now stands. The Indian ancestors of "Old John" were buried there. When Northern Boulevard was widened, this Indian burying ground became a subject of great controversy, and for a long time it was left undisturbed, the boulevard going around it. Finally an agreement was reached whereby the City

purchased a plot in Zion Cemetery and removed the remains from this spot to the newly purchased plot. This was done and a suitable marker, a split rock, was erected. It is hoped that the Indian chiefs and their children will lie undisturbed henceforth.

The Waters property took in a good part of the triangle bounded by Little Neck Parkway, Northern Boulevard, and 250th St. The last members of the family to live in the old homestead were two sisters, Oney and Susan. They died a few years ago and now the old place is vacant, a ghostly reminder of the Indian days in Little Neck.

THE OLD OAKS

The Old Oaks is the building that now stands at the northwest corner of Pembroke Avenue and Westmoreland Place, and is a four-family dwelling. It was moved to its present location when the moving picture theatre was built on Northern Boulevard in Little Neck. Previous to that time, it was one of the prettiest places in Little Neck, set back about 100 feet from the Boulevard among large shade trees; with a semi-circular driveway in front.

It was occupied by William H. Van Nostrand and his family from 1905 to 1930. Previous to William Van Nostrand's occupancy, it was owned and occupied by David L. Van Nostrand, his brother. "D.L." as he was familiarly known, was one of the leading residents of Little Neck for many years. He conducted a coal yard, farm implement and fertilizer business, and held public office in the County Government. His property extended along Northern Boulevard from Charles Hewlett's line to Fred Snell's Hotel. On this strip of property were several buildings besides his residence. He owned the Post Office building, the first fire house, and the feed store. When the boom came to Little Neck in 1925, these buildings had to give way to the modern store buildings now to be seen on this property.

Before D. L. Van Nostrand owned this property, it was in the possession of Captain Valentine Peters, a sea captain who lived there and who first called it "The Old Oaks" because of the beautiful oak trees on the property. On part of this property, Captain Peters had a general store which was operated by his son-in-law, Austin Chapman. From 1874 to 1875 it was owned and operated by Mr. Titus. Daniel Schenck, uncle of Mrs. Sam Weeks, was clerk for Mr. Titus at one time.

SMITH HOMESTEAD

On 60th Ave., which used to be called East Alley Rd. stands one of the oldest houses in Little Neck. It is now owned and occupied by Ida Smith. Her father, Epenetus Smith, bought this place, consisting of the house and barn and four acres of land, 70 years ago from John Bennem. This was formerly part of the Cornell property. John Bennem came from Gravesend and married Catherine Cornell. Since the



WILLIAM H. CORNELL HOME BEFORE ALTERATIONS



H.P. HEWLETT HOMESTEAD Now occupied by George Jenner



OLD HAVILAND HOME Later became Old Homestead Inn

Smiths have lived here 70 years and the Bennems at least one generation, and before that some of the Cornell family lived there, it is certainly over one hundred years old.

ARTHUR WENDEROTH HOMESTEAD

This house is one of the best of the old houses still standing. It is located on the southwest corner of Little Neck Parkway and Long Island Railroad. Its actual age is not known. As far back as the records go, it was owned by a Dr. Morrell, who lived there and practiced his profession from it in the days when there were slaves. It is said that Dr. Morrell had an old slave for his servant. He is said to have built the large, two story portion of the house. The one and one-half story end is older.

Phillip Allen was the next owner. He had three daughters: Sarah, who married John H. Woolley, Margaretta, who married Benjamin Woolley and Emiline, who married Bloodgood H. Cutter. Sarah and her husband John H. Woolley, were the next owners and lived there until 1869, when George C. Morgan and his family bought it and lived there until Mr. Morgan's death in 1917. With this house there was a small farm of about twenty acres, bounded by the railroad, Little Neck Parkway, farm of John Hicks and the ravine running parallel with 247th St. In 1863 John H. Woolley sold a strip of land to the Long Island Railroad.

In 1925 Frederick W. Lewis bought this homestead with about an acre of land. He put in modern improvements and restored it, keeping the original structural lines, thus preserving one of the old landmarks. The beautiful boxwoods were as fine as any in this section.

The latest and present owner is Arthur Wenderoth, who especially values it for its age and charm.

COTTAGES ON LITTLE NECK PARKWAY (south of Northern Blvd.)

These houses are all about one hundred years old. The Marvin place at 47-27 Little Neck Pkwy., was built by George Marvin's father and is now just about the same as when it was built except for repairs and improvements. After renting it to various families for many years, the Marvins moved into it and raised their family there. It is now owned by David L'Hommedieu.

Just adjoining this place is a quaint little one story and a half house which was built by Benjamin Fowler, father of Mrs. I. P. Robinson. Here the Fowler family lived for many years until the marriage of their youngest daughter to Isaac Robinson. The Robinsons lived there until 1909 when they moved to 41-32 Little Neck Parkway.

Next on the north is the old homestead of George Roe. This was originally the old schoolhouse which stood on the Albert Van Nostrand farm until it was replaced by a new school built at the inter-

section of Lakeville Road and Little Neck Parkway. The old school building was sold to George Roe, who moved it to its present location. Gabriella Orth bought the old Roe place and remodeled it and enlarged it, thereby losing some of the quaintness of the little cottage.

The little house on the northwest corner of West End Drive and Little Neck Parkway was occupied by the Bernard Denley family before he built on Little Neck Parkway north of the Boulevard. It is now owned and occupied by Howard Williamson.

The house just north of the Williamson place was the home, for many years, of the former postmaster and druggist, Stephen Wilson. Mr. and Mrs. Wilson were well known and loved in the community; he for his work as druggist and postmaster and she, not only for her kind neighborliness but also, perhaps especially, for her watchful eye on the Chapel. There never was an affair at the Chapel that Mrs. Wilson wasn't interested in it.

HOME OF GEORGE P. HICKS

The house where George P. Hicks lives at 55 Northern Boulevard, Great Neck, is one of the oldest hereabouts. It was formerly within the boundaries of Little Neck. It was built in 1813 by Jacob Remsen, great grandfather of the present owner.

Jacob Remsen was born in 1785 and married Elizabeth Haviland in 1811. In 1813 he purchased property from John Thorne on which he built this house. His daughter was the mother of Joseph Hicks, father of the present owner. Joseph Hicks was brought up here in this house by his grandparents, his own parents having died when he was very young. Joseph Hicks married Delia Williams in 1879, and three of their children were born in this house.

In 1904 George P. Hicks married Grace Foulk and they came back to this sturdy little house to live. Here their daughter Emily was born, being the fifth generation of the Hicks family to live here.

In 1893 Joseph Hicks moved to another house on the same property, which is still standing, and is located on a private road running parallel with Northern Blvd., north of Lakeville Fire House (Genevieve Place). This house was built in 1858 by Jacob Remsen and can therefore also be counted as among Little Neck's oldest houses still standing. Joseph Hicks continued to live in it until he sold the farm in 1925. He reserved the house where his son, George, now lives and thus preserved one of the oldest houses for his posterity.

THE VAN WYCK HOUSE

At West Drive and Alston Place, Douglas Manor, stands the Van Wyck house, known to the past generation as "Douglas Cottage". It was built in 1740 by Cornelius Van Wyck. Now it is the residence of L. Keville Larson. The house is such a magnificent example of colonial architecture that when it was sold in 1921, the purchaser, E. N. Wicht, commissioned an architect to restore it to its original

colonial beauty.

The architect was fortunate in having as his material, an interesting colonial residence which had escaped vandalism. The hand cut mouldings, the old divided doors, visible, hand hewn beams not once smothered with paint or varnish, iron strap hinges and thumb latches, floors of wide planks, were all there, part of the original house.

The old lines of the building were carefully preserved and even the hand-hewn shingles on the roof were kept with only occasional patching.

Cornelius Van Wyck, who had this house built, was a grandson of a Dutchman who came with the East India Company to Manhattan. His father bought the farm whereon this house was built in the first years of the 18th century. There was then an earlier stone house, long since gone.

After his father's death, Cornelius Van Wyck made a bargain with his younger brother, William, and obtained the farm in 1732. As the son-in-law of a King's judge, Isaac Hicks, he was eligible for provincial official society, a little above the class of the farmer.

The house which Cornelius Van Wyck built and in which he died in 1769, stands near what was once the northern boundary of the Van Wyck farm. This farm did not include the little neck of land from which this part of the city takes its name, but extended eastward and south across Northern Boulevard.

Cornelius Van Wyck has three sons: Stephen, who inherited the farm, Cornelius and Gilbert. Stephen died childless, leaving the farm to two sons of his brother, Cornelius. These brothers were Stephen and Cornelius. Stephen was a watchmaker in New York and sold out his share of the farm to his brother, Cornelius (Major Van Wyck). Major Van Wyck helped raise a company at Little Neck in 1791 and rose from Lieutenant to Major. After the close of the War of 1812 he became Lieutenant-Colonel, commander of the regiment from Kings and Queens Counties.

Major Van Wyck was a bachelor and therefore had no sons to leave his farm to. In 1819, Wynant Van Zandt, who had bought the Wickes farm on the point and was then building the mansion, offered \$125 an acre for the 125 acre farm and house. Major Van Wyck promptly sold. Mr. Van Zandt used this smaller house as a tenant house. After his death, his sons sold the Van Wyck farm in 1834 to Joseph deForest of Brooklyn, and the next year they sold the mansion to George Douglas. In 1869 William P. Douglas, son of George Douglas, bought the Van Wyck house and some surrounding acres and joined it to his farm. It remained part of the Douglas Estate until 1907, when the entire estate was sold to Rickert-Finally developers, who developed it under the name of Douglas Manor.

THE HUTTON HOMESTEAD

The Hutton home stands on the northwest corner of 60th Avenue



GEORGE P. HICKS HOMESTEAD



PHILLIP ALLEN HOMESTEAD Now owned by Arthur Wenderoth

and Marathon Parkway, on property that was a piece of the original grant of land owned by Richard Cornell. This was a large tract of land between Lake Success and Alley Pond. This homestead has been held by direct descendants of Richard Cornell until the present owner, Nicholas Costello, bought it in 1947.

Richard Cornell came to Long Island in 1643 and was one of the original patentees of the Hempstead Township. He was a Quaker and many of the early Quaker meetings were held in his home. A real pioneer, he was one of the first four settlers to establish a home in this community.

The Hutton property was bought from William L. Cornell, a direct descendant of Richard Cornell. William Cornell was Mrs. Hutton's grandfather. Mr. Hutton's father purchased the adjoining property. This was later owned by Dr. Campbell and is one of the oldest houses still standing.

William's son Lewis, was the last of the Cornells to hold any of the grant, which included acreage which is now part of the North Hills Golf Club. Lewis Cornell sold the farm lying south of 60th Avenue, leaving the Hutton property, the only section of the original estate still in the family.

For many years this homestead was the center for family gatherings. It was there that festive Christmas parties were held, when gifts were exchanged and acquaintances were renewed. Two of the Hutton daughters and two grand-daughters were married there. Finally when the place was sold to Nicholas Costello, a farewell party was held. Members of the family traveled from far and near to say good-bye to the home of their childhood.

THE JOHN FOSTER HOMESTEAD

Among the old houses still standing in this section is a very interesting one at 242-26 54th Ave., owned and occupied by Harold Olsen. This house was originally an old farm homestead owned by John and Kate Foster, owners of the surrounding farm. They lived there from about 1860 to 1890 and were known in the neighborhood as Aunt Kate and Uncle John Foster. Many of their generation can remember with affection this old couple.

After the Fosters, the Jagnow family bought the farm and occupied this old farm house. There they conducted their farm and raised their family.

When Douglaston Park was developed, this farm was sold to be cut up into building lots. The Jagnow family moved to a new home on Douglaston Parkway and the old house was turned to face on 54th Avenue. Several families have owned and occupied this house since it was remodeled and modernized, and now it has become the home of an artist, Harold Olsen.

This place has been fortunate in its history. So many of the old homesteads have burned or been destroyed or converted to business uses, but this one retains its charm, and has always had loving owners who took pride in its history.

THE
OLD OAKS

an Nostrand
Homestead



MARVIN
HOMESTEAD

FOWLER
HOMESTEAD

Now owned
by
Mrs. Hastings



THE OLD DEPOT

Few of the residents of Little Neck know that the first railroad station is still standing and in use today as a residence, located at 44-10 Jesse Court.

Originally this house was a tenant house on the property of Benjamin Woolley. When the railroad was extended from Flushing to Great Neck in 1866, Mr. Woolley had this house moved to the side of the tracks and rented it to the North Shore Railroad for the first Little Neck Station. Horace Leek, who was the first station master, once won a prize from the railroad company for having the cleanest station on the line.

Later the railroad built its own station and Mr. Woolley moved this "Old Depot" to the east side of Little Neck Parkway about opposite George C. Morgan's gate. Here it stood for many years, being occupied by different families but always known as the "Old Depot".

When Rickert-Finlay Company bought the farm from Mr. Woolley they did not want these tenant houses on the property, so they sold them to Alfred P. Wright, who had them moved to Jesse Court, just off Northern Boulevard.

OLD MAPS

Some interesting historical data may be found on old maps. Governor General, Sir Henry Clinton's map of 1781, which is the most accurate map known of this period, shows the Flushing and North Hempstead Turnpike running through Little Neck to the Alley Pond. It did not go across the meadows until 1835. Before that time travelers went through The Alley to get to points west on Long Island from the North Shore. This old map shows Main Avenue running from The Alley to the Governor's house (later Douglas Manor). Another road shown is Little Neck Road from the Great Plains to North Hempstead Turnpike, but it does not show it extending to the dock in Little Neck.

The term turnpike came into use in 1801, when toll gates were first put into operation. As the need for better roads came, it was thought that a toll for each vehicle using these roads would be a means of financing the building and upkeep of better highways. Toll gates were placed at intervals along these highways. An iron pipe was set into the ground with bars something similar to the turnstiles used in our present subway entrances. These were called turnpikes and it was from these that the roads got this name.

In August 1935 the Topographical Bureau of the Borough of Queens compiled a map showing boundaries, roads and property owner's names as of the year of 1800. The roads as shown at that time were Old House Landing Road, running from the dock in Little Neck to Jericho Turnpike, and Flushing and North Hempstead Turnpike, East Alley Road and a road leading to Lakeville.

Some of the property owners at that time were William Rogers who owned 120 acres on the point now known as Douglas Manor; Phillip Allen, who owned 100 acres with the homestead near where the Little Neck railroad station is now located; Stephen and Cornelius Van Wyck, owners of 235 acres including property East of Main Avenue and North of Flushing and North Hempstead Turnpike; Barak Cornell, owner of 244 acres extending from Flushing and North Hempstead Turnpike to Lakeville Road; Thomas Wickes, owner of property on the East side of Alley Creek; Van Zandt owned 55 acres East of Douglaston Parkway between Flushing and North Hempstead Turnpike and The Alley; and the heirs of Richard Cornell who owned a large tract bordering on Lake Success.

Roe Haviland owned a piece of property with a boat landing on Alley Creek, adjoining property of Thomas Foster. Benjamin Fowler owned 90 acres between The Alley and Rocky Hill Road in 1800.

Walling's map, dated 1865, shows a town line dividing the Town of Flushing from the Town of North Hempstead, which is practically the same as the present City Line now dividing Queens County from Nassau County. This map does not show the railroad, as that was not put through until 1866. The only roads shown are Little Neck Road, also known as Old House Landing Road; North Hempstead Turnpike, now known as Northern Boulevard; East Alley Road, which ran from Little Neck Road toward The Alley; Lakeville Road from the Little Neck School to Middle Neck Road; Middle Neck Road was in Great Neck, but it can be mentioned here to show boundaries. It ran from the Great Plains to a public landing at Madnan's Neck, later known as Steamboat Landing.

This map shows a toll house on the North Hempstead Turnpike about where the Belt Parkway now crosses Northern Boulevard. In what is now known as Douglaston, but at that time was still a part of Little Neck, there was the Alley Road leading from the Alley Pond to what is now known as Douglas Manor, and several short streets in the area back of Zion Episcopal Church. This section was called Marathon.

Walling's map shows the names of the property owners at that time. Mr. E. DeForest owned a farm called "Ocean View" and his brother, F. DeForest owned an adjoining farm called "Bayview". These two farms were west of Little Neck Road and extended to The Alley. They were later purchased by George Gill, father of Miss Clara Gill, a former teacher in Public School 94. John Herrick owned the farm where Vanderbilt Field is now located and Samuel Willets owned the farm now a part of Newell-Daniels Development. A general store owned by E. C. Poole stood on the south west corner of Little Neck Road and North Hempstead Turnpike. J. A. Chapman had a store just east of Little Neck Road on North Hempstead Turnpike.

There is a Beers map dated 1873 which shows about the same roads and town line as the Walling map, but it does show the railroad which had been put through in 1866. This map shows the section around Little Neck dock as quite thickly populated. There were nine houses North of the tracks. South of the tracks there was Mr. Mor-

gan's house and Benjamin Woolley's and John Waters'. They were the only houses between the railroad and North Hempstead Turnpike in 1873. It does, however, show a solid row of houses on the east side of Little Neck Road, south of North Hempstead Turnpike. Here lived the trades people of the town.

The map also shows the names of the farm owners. On Little Neck Road, south of the school house were the John Cornell farm, the David L. Van Nostrand and Albert Van Nostrand farms, I. J. Poole's farm, John Hicks, Charles Walters and George Payne. All these old familiar names appear on the early maps of Little Neck.

THE STAGE COACH

A few of Little Neck's older residents can remember the old stage coach which was the main means of transportation between towns on Long Island and New York City before the railroad was put through.

On looking up the records of the stage coach, the earliest recorded date is 1840 when, it is said, a stage left from 340 Pearl Street, New York City, going out to Little Neck, Great Neck, Manhasset and Roslyn.

In 1848 Thomas Cornwell operated a stage, which left Hoover and Cornell's hotel at Flushing at 9:00 A.M. for Little Neck and towns east on Long Island. These stages also returned to New York City. An interesting thing was the time the stage left Manhasset on its westward trip-6:30 A.M. What an early breakfast the family must have had the day they took that momentous trip. The cost of the ride from Manhasset to New York was 55 cents and from Little Neck, 40 cents. There were two round trips daily, one in the morning and one in the afternoon. If one missed the stage, a long wait was in prospect. This stage coach did not run on Sundays.

After the railroad was running as far as Flushing, the stage met the trains in Flushing and did not make the trip to New York City. The stopping place in Little Neck was at the Hotel on the southeast corner of Little Neck Parkway and Northern Boulevard. Before the road was laid across the meadows, the route of the stage ran through The Alley, where there was another stopping place.

Besides passengers, the stage carried the mail, so it is plain to be seen that the Stage Coach held a vital place in the early days.

NORTH SHORE RAILROAD

The North Shore Railroad ran only as far as Flushing up to 1866. In those days there were stage coaches which met the trains in Flushing and carried passengers and mail to the villages further east on the North Shore, coming through The Alley before the highway was built across the meadows. The reason for not continuing the railroad further east was the difficulty of crossing the heads of

the bays and the meadows.

A pamphlet issued September 22, 1866, gives a report of the stockholders of the North Shore Railroad Company held at Manhasset Valley. This is a report of the work entailed in having the railroad extended from Flushing to Great Neck.

In 1863 William P. Miller and James Udall of Great Neck and Spencer H. Smith of Flushing, employed a civil engineer to make a survey from Flushing to Roslyn with instructions to run the line to intersect the heads of the bays along the North Shore. The lands adjacent to these bays could be rendered of easy access from points on the line of such a railroad and thus afford opportunity for desirable water front residences. Also, it was felt, such a railroad would add millions of dollars to the value of lands on the North Shore. Previously, a little steam boat "Washington Irving" and later "Island City" provided ample accommodations for the then travelling public between New York and Flushing. This boat made one trip daily, each way.

June 29, 1863, the first meeting of the stockholders was held at the Little Neck Hotel. It was there determined that a committee be appointed to raise, by subscription, a Capital stock of 8,000 shares at \$25.00 each. At a subsequent meeting held in Little Neck on July 13, 1863, a board of directors was appointed. There were two surveys made. One was called "The Meadow Line" which commenced at a point near the drawbridge of the New York and Flushing railroad, about 3000 feet west of Flushing depot, passed through Monkey Hill, crossed the meadow opposite the house of E. J. Mann, passed the entrance to the Flushing Cemetery and thence by direct course to the valley of "Douglas Pond". The other line, called the "Village Line" was an extension of the railroad from Main Street, Flushing, crossed Union Street near the Catholic Church, and united with the meadow near P. Van Nostrands. From there it descended to the Little Neck Meadow and rising to the highland beyond, passed south of the Little Neck Church and Hotel, crossed the turnpike near William Havilands and reached, by a direct course, Daniel T. Smith's at Great Neck. These surveys were not received with approval by the Board of Directors and the lines were changed to try to suit the majority. Others were unreasonable in their prices for strips of land needed by the railroad. It was not until January 4, 1864, that the line, as at present located, was adopted.

In March 1864, N. H. Decker commenced the construction work at Great Neck, on property owned by Daniel T. Smith. Mr. Smith, though not favoring the construction of the railroad, and dreading the annoyance, still manifested a spirit of fairness and a disposition to accommodate.

The only parties who had given an assurance that they would donate necessary strips of land to the Company were W. P. Douglas, James N. Waterbury, Benjamin P. Allen, Lathan J. Mitchell and Thomas C. Bell. D. T. Smith conveyed about nine acres, including the depot ground at Great Neck for a moderate compensation.

Ordinary labor was getting \$1.12 per day, and skilled labor,

\$2.00. This was raised after Mr. Decker took the contract, to \$1.75 for ordinary labor and \$3.50 for skilled labor. Mr. Decker thereupon declared it would be utterly impossible to continue, and that he would have to stop work and submit to whatever consequences might ensue. After much consideration, he was promised a conditional bonus of \$20,000 to complete the work.

An engine was hired for use in carting fill from the cuts to the meadow fill-ins. But this engine was not always available and caused some delay in the progress of the work. Great delay and expense were met due to the depth and softness of the meadow between Bay-side and Little Neck. The pile and trestle work had to be extended far beyond the points at first proposed. The total cost of this trestle work was \$26,126.22. The cut between Little Neck and what is now known as Douglaston, was referred to as the Marathon cut.

The report states that this railroad construction was regarded as an interloper and a nuisance by the local residents and almost everyone had a "fling at it".

On January 23, 1865, at a meeting of the stockholders, it was resolved that the sum of \$100,000 be raised by an issue of bonds. The stockholders were urged to increase their holdings and subscribe for additional shares. Finally, from want of necessary means, the work was wholly suspended in October, 1865, and was not again resumed until February 1866. The whole cost for completing the road to Great Neck was estimated not to exceed \$50,000 per mile. This was about the cost of constructing the road to Flushing from Long Island City 12 or 13 years previously.

The Board of Directors assured the stockholders that the road would be put in public operation to Great Neck at the earliest possible date. On October 27, 1866, the road was opened for public travel. The above account comes from the printed pamphlet issued by the Board of Directors.

In addition to this report we have some interesting items from other sources. Daniel Schenck who made his home with his niece Mrs. Samuel Weeks, recalled the old stage coach days and told of Jimmy Cornell driving four horses, and making two round trips daily between Flushing and Roslyn. The very day the railroad started running to Great Neck, Jimmy stopped his stage coach route. Mr. Schenck said that he and a few of the local boys rode on that first train, and when they met the stage coach they jeered at it and told Jimmy he was out of date now. Thus ended one of the picturesque means of travel of the olden days.

Ten years after the railroad started to run from Flushing to Great Neck, William P. Douglas moved one of his farm buildings down to the railroad to be used as a railroad station with the provision that the town be called Douglaston.

The first station in Little Neck was owned by Benjamin Woolley and rented to the railroad. This was called "The Old Depot". There is an account of this building elsewhere in this history.

In June 1898, the railroad was extended from Great Neck to Port Washington. The trestle between Great Neck and Manhasset

was quite an engineering feat and still is one of the highest railroad bridges on Long Island. Steam engines were used until 1912, after which the road was double tracked and electrified.

In 1929 there was some agitation for a grade elimination. According to a letter from the Transit Commission, there was a program slated for 1935 for elimination of the Little Neck grade crossing at an estimated cost of \$10,000. Little Neck has the only grade crossing on the North Shore Line at the present time.

LITTLE NECK TROLLEY

Another means of transportation was furnished by the North Shore Traction Company which operated a trolley service between Flushing and Little Neck from August 12, 1910 to the Winter of 1920. There were also trolleys operated by this company running between Little Neck and Roslyn. At the Roslyn clock tower this trolley was met by one running to Mineola and Hicksville and to Port Washington.

The trolley was used by the school children attending Flushing High School during these years. It was also used by people who had shopping to do in Flushing. Going east from Little Neck, it was a pleasant outing to take the trolley to Roslyn and change at the clock tower for Mineola, where the airplanes were just starting their trials at Mitchell Field. These were the days before the automobile became common.

This North Shore Traction Company had its own bridge across the creek between Douglaston and Bayside. It also had a bridge of its own over the railroad tracks at 210th St. in Bayside. From there tracks were laid on a course down State Street to Prince Street in Flushing.

During the Winter of 1919-20 there was a very severe snow storm which stopped the trolleys from running. They never resumed service and on May 3, 1920, trolley service was entirely abandoned.

SCHOOLS

The earliest recollections of a public school in Little Neck are of a small one and a half story frame building on the Albert Van Nostrand property on Little Neck Parkway, south of what is now Horace Harding Boulevard. Little is known of this school by people living today, but it is known to be the building now standing on the south-east corner of Little Neck Parkway and West End Drive. It was moved to this location after the new school house was built on the John Cornell farm.

John Cornell, father of William H. Cornell, gave a plot of ground at the corner of Little Neck Parkway and Lakeville Road for a site for a new school. A small two-room building was erected on this spot in 1865. Some of the teachers in this district school were Martin Joyce, Theron Robinson, Harrison S. Moore, Miss Catherine

Fowler, Mrs. William Pudney and Sanford Gowdey.

Theron Robinson came to Little Neck from Connecticut and while here married Amanda Poole. Harrison Moore married Maria VanNostrand, and Sanford Gowdey married Catherine Fowler. Miss Fowler taught the beginners in the "little room" from 1870 to 1890. Many of the older residents of Little Neck recall with what mixed feelings they were promoted from the "little room" to the "big room" being proud to be promoted, but sorry to leave Miss Fowler, whom they all loved.

In those days the primary department carried the pupils from their first A-B-C's to the middle of the District School course. When Miss Fowler was through with them they were ready to go into the big room. This big room was presided over by the principal of the school, who taught the more advanced studies. Since these two teachers were all that most of the pupils ever had, they had to do a very good job of fitting the children with an education that would enable them to read and cipher well enough to carry them through life.

In 1897 two sisters came from Albany to teach in Little Neck district school - Miss Anna and Miss Edith Brett. Miss Anna continued to teach here in Little Neck until her death in 1936.

In 1898 the City of New York took over the school system. It was then known as Public School Number 32. By this time the little two-room building had been added to, and now boasted five rooms and a staff of five teachers. There was a small belfry in this old school house and on every school day for many years this bell was rung at 8:45 A.M. and again at 8:55 A.M. The first bell warned the children school was about to open, and the last bell meant that there was no time to lose or they would be late. The principal always rang the bell by pulling the rope attached to it. Woe unto any pupil who dared to touch this rope, and strangely enough it was seldom touched even by the most unruly.

In 1914 the present school, P.S. 94 was built on Little Neck Parkway and 42nd Ave. Miss Anna Brett became principal and had a staff of 12 or 13 teachers. This new school has a large assembly room, which the old school never had. Previously, when there were occasions to invite the parents to the old school, they were seated between two rooms which were separated by folding doors. These doors were pushed back and seats set in the space between the two rooms.

Drinking water was furnished by buckets filled from a neighbor's well, for the pupils of P.S. 32 in the early days. One of the chores of the janitor was getting water each day. There were no lights in the old school, therefore all gatherings had to be held in daylight. Heat was furnished by stoves at first, but later a furnace was installed in the basement with steam radiators in the classrooms.

William Kirkman was janitor for the schools from the time the City took over in 1898 until his death in 1934. He was not only an excellent janitor, but also an influence for good on the boys. He took an interest in each and every one of them and helped many a boy to become interested in worthwhile things. He studied birds and flowers and read many books which Miss Brett loaned him, so that he could

help others. It is not often that a school janitor gives of his spare time so willingly.

William Kirkman was also active in Troop 101 of the Boy Scouts and was a founder of Cub Pack 101. His influence is so lasting that each Memorial Day the Scouts place a wreath on his grave in Zion Church cemetery. The memorial cross hanging over the pulpit in the Little Neck Community Church was given by his family in his memory.

HISTORY OF ZION EPISCOPAL CHURCH (from records compiled by the Rev. Lester Leake Riley)

In July 1830 the original edifice of Zion Episcopal Church was built and donated by Wynant Van Zandt. The Van Zandt tomb is built beneath the western porch entrance and is marked by a stone tablet on the church wall with this inscription; "He built us this house of prayer". Wynant Van Zandt died November 1st, 1831, at the age of 64. Members of his family were among the leading citizens of the City, prominent in its councils and active in its administration. Wynant Van Zandt the founder of Zion parish, was born August 11, 1767. In 1813 he acquired a peninsular estate of 120 acres on Little Neck Bay, part of which is now known as Douglas Manor. He lived for a few years in the house lately occupied by Mr. A. N. Wicht.

In 1819 he built for his residence, a portion of the Manor house, which was later purchased by George Douglas and is now the home of the Douglaston Club. Being a devout churchman, Wynant Van Zandt identified himself with Christ Church in Manhasset. He built on his place a one-story, octagonal building with a wing on each side, a chapel for his family and servants. This building was later moved and used as the first Douglaston railroad station.

Mr. Van Zandt gathered the villagers hereabouts in meetings and services in his own home and so far succeeded in awakening interest in a project for a local church that subscriptions were asked for a school and church, from the neighborhood. But as this effort failed in providing sufficient funds for the work, he proceeded to carry out the plan on his own initiative. On August 29, 1829, the corner stone of the Church was laid with simple ceremony. In building the edifice, he enlisted the aid of the whole community. When the rough cedar arrived at Roe Haviland's landing, there was a group of neighbors ready under the direction of Joseph Coles to plane it into shingles. The timber was secured by felling trees from his own estate and dragging them by oxen to the hillside where a temporary saw-mill cut them into clapboards. Local men gathered for the raising of the framework. After the raising, a long table was set up and a good old-fashioned feast was enjoyed by all. This original church had no middle aisle. Pine pews filled the auditorium, a few boxed for the larger parish families.

On June 17, 1830, the church was formally opened. Wynant Van Zandt and Thomas H. Thomas were elected Church Wardens. Daniel Bloodgood, Jeremiah Valentine, James Morrell, James Valen-

tine, Roe Haviland, Edward Van Zandt and Washington Van Zandt were elected vestrymen. Zion Church, Parish of Little Neck, Township of Flushing, Queens County, was fixed on and agreed to as the name by which the Church should be known in law.

In 1834 Joseph DeForrest deeded to the Church Corporation an acre of land lying partly on each side of the Church for the extension of the cemetery. The Rev. Eli Wheeler, brother-in-law of Wynant Van Zandt, became the first rector and also conducted a day school for a few years in a nearby school-house.

After the death of Wynant Van Zandt, his property passed into the hands of George Douglas and later to his son, William P. Douglas. In 1842 the Rev. Henry M. Beare, aged 27 years, became rector at a salary of \$150 per year and hay and grain for his horse. His long service of practically 45 years, is treasured in the family memories of the countryside. He was in every way "Parson" of the Village and all people found in him that fine quality of life that knows no distinction of class or creed. Zion's people honor his memory. His life's impress remains from one generation to another.

In 1858 the land on which the present rectory stands, was bought from Arthur Murphy for \$250. In 1859 the Douglas family added the church organ room, chancel and stained glass windows. They also provided a rectory, rent free, for Dr. Beare, located on the south side of North Hempstead Turnpike west of Douglaston Parkway. In 1868 the sexton's house was built at a cost of \$700. In August 1885, Bloodgood H. Cutter deeded to the parish, two acres of land due east of and adjoining the original gifts of land. The land was conveyed to the corporation as a memorial gift in memory of the donor's beloved wife, Emiline Allen. This generous gift of practically five acres completed the church ground as it is today. In April, 1890, plans for building the present rectory were completed and the building was erected as a memorial to Dr. Beare. The contract was given to William J. Hamilton. On October 3, 1896, the corner-stone of the Parish house was laid and the building was dedicated on May 23, 1897.

On Christmas Eve, 1924 a disastrous fire completely destroyed the church buildings. On December 25, 1925, the present building was in readiness for the service of formal opening. The architect, Aubry B. Grantham, and the builder Samuel Lindbloom, were of the congregation and vestry, and their personal interest and devotion resulted in the present fine edifice. In 1929, through the widening of Northern Boulevard, the Church was awarded an indemnity to provide for the replacement of the old wall that fronted the cemetery. The present beautiful stone wall was constructed by Roberts, Nash and Company.

In 1929 fire once again visited the Church and destroyed the chancel, sacristy, and choir rooms. When rebuilt, the sacristy was enlarged to provide a study for the rector.

"The White Church on the Hill" remains somewhat hidden through the slowly rising driveway that divides the hill, and shadows of the stately old trees that bank its sides. But a step here upon the roadway entrance and soon the inviting front of the gilded, cross-

surmounted porch is visible. Above it rises the square tower and steeple, topped with a cross, gleaming white and gold in the sunlight. Within the porch entrance may be seen upon its walls, a facsimile reproduction of the Van Zandt deed of gift, a portrait of the first rector, The Rev. Eli Wheeler; and the certificate of consecration of the 1830 edifice, issued by John Henry Hobart, Bishop of the Protestant Episcopal Church Diocese of New York.

It treasures through the passing years in its garden of the dead, the white tomb-stones that honor the memory of many who were distinguished in the City's life as well as many of those sturdy Long Islanders of the soil, whose labors and loves found precious commemoration within its walls.

The rectors who gave spiritual guidance and comfort to the members of the congregation were:

1830-39	Rev. Eli Wheeler
1838-39	Rev. Ralph Williston
1842-87	Rev. Henry M. Beare
1888-89	William Stanley Barrows (minister in charge)
1890-92	Rev. Edgar L. Sanford
1892-98	Rev. Charles N. F. Jeffery
1898-01	Rev. John B. Blanchet
1901-02	Rev. Robert M. W. Black
1902-17	Rev. Albert E. Bentley
1917-28	
1928-42	Rev. Lester Leake Riley D.D.
June 1942 to Sept. 1943	Rev. Henry C. Sartorio, Ph.D. (Rector Pro Tem)
Oct. 1943 to Feb. 1948	Rev. Marland W. Zimmerman
1948-	Canon Everett J. Downes

LITTLE NECK COMMUNITY CHURCH

In 1864 the residents of Little Neck obtained a piece of ground on Little Neck Parkway, south of Northern Boulevard (at that time called Broadway) by gift from Bloodgood H. Cutter, on which they erected a church building. It was first used as a place of worship by the Society of the Wesleyan Methodists in the United States, more popularly known as the Methodist Episcopal Church. Its members of the Wesleyan body first established themselves in New York in 1766. This accounts for the word "Centenary" which was on the corner stone of the church building until 1951. The church was built in 1866 being 100 years after the Methodists first established themselves in New York.

According to an account in the Flushing Times of Jan. 3, 1867, "the corner-stone of the Methodist Church in the course of construction at Little Neck, was laid Friday, the Rev. E. L. James officiating. When finished the building will have cost \$4000 and will be a very comfortable and a neat appearing structure."

After a few years it was abandoned and the Spinney Hill Methodist Church of Great Neck was built by Mr. Spinney and became the center of worship for the Methodists in this section.

After being vacated by the Methodists it became the property of William Anderson. In 1878 a group of local people asked the use of it for a Protestant Bible School. Mr. George C. Morgan, who had recently moved to Little Neck from Brooklyn, where he had been superintendent of a Presbyterian Sunday School, was instrumental in getting this movement started. Mr. Anderson gave the building for this purpose and it became known as the Union Bible School. Peter Walters was the first superintendent of this newly formed Sunday School and continued in that office until his death in 1890. Mr. George C. Morgan was the second superintendent. His term of office was from 1890 until his death in 1917. Mr. Daniel S. Woolley then became superintendent and continued in office until 1946. Thus a record of only three superintendents in 68 years was established.

The Chapel, as it was affectionately known by succeeding generations, was the center of social and religious gatherings for more than half a century. At the close of World War 1, an addition was built on the original building, to be used as a primary department room. This addition was donated in large part by Mr. D. S. Woolley in memory of his only son, Harold, who lost his life in World War 1.

From its beginning in 1878 until 1926, this building was used as a Sunday School for the Protestant children in the neighborhood. The leadership was unsalaried, volunteer workers. The upkeep and improvements were paid out of voluntary donations. The ministers from the Dutch Reformed Church in Manhasset came over on Sunday evenings to conduct services. For many years the building was heated by two coal stoves and lighted by several large kerosene lamps.

The Christmas Tree service was an annual event of great joy in the neighborhood. Each child received a gift, a box of candy and an orange. The Summertime picnic was another great occasion. Old and young gathered together to journey to near-by beaches in horse-drawn market wagons. Another annual event was the strawberry festival. The first one was held in June 1878. This festival had been one of the gala occasions each year since that time.

In 1926 the Lutheran Denomination asked permission to use this building for worship. After due consideration it was decided it would best serve the interests of all to have an inter-denominational church organization. The Lutherans then bought a piece of property on Glenwood St. and West End Drive and built their church.

The Chapel then became known as The Little Neck Community Church. The first minister was Dr. Harold Pattison who served as pastor for six years. The second minister, the Rev. Warren E. Darnell is still serving as minister.

During the pastorate of Dr. Pattison, seventeen lots adjoining the church and facing on Browvale Drive, were purchased with a view to building a new edifice for worship as soon as funds became available. Small amounts were collected and put aside each year thereafter until the Spring of 1950 when it was decided to make an

OLD
SCHOOL
HOUSE

LITTLE
NECK



ORIGINAL
ZION
EPISCOPAL
CHURCH

NEW ZION
CHURCH



all out effort to raise enough to build a new Church and enlarge the Sunday School building. A firm of professional money raisers was employed to organize this campaign. It was highly successful and resulted in pledges of over \$100,000, which together with about \$40,000 which had been accumulating from various sources, was enough to build the present beautiful Colonial Church and remodel the Chapel and erect a Sunday School building. These buildings were started in the Fall of 1950 and completed November, 1951. The keys to the new building were turned over to Rev. Mr. Darnell at the dedication ceremonies November 18, 1951. Thus from a very modest beginning in 1878 the work of the Lord has been carried on and grown into its present commodious facilities for future service.

Saint Peter's African Methodist Episcopal Church

Located at 40-53 243rd St., Douglaston, is a little Church which was built by the colored people in 1872. There was quite a large group of these people living in Little Neck in the early days. Some lived near this church and some lived near the railroad in Little Neck.

Many of the old residents will recall the camp meetings held in the grove adjoining this little church. For miles around, on Summer evenings, could be heard the preaching and singing at these meetings.

They supported a regular minister who preached on Sundays and did regular calling and pastoral work during the week. Later on, as the members became fewer, a visiting minister took care of the work of the church.

The congregation never was large, as compared with other Churches, but for many years it has contributed toward the work of the Lord in Little Neck.

St. Anastasia Church (from the 25th Anniversary Celebration Program)

The parish of St. Anastasia was established in 1915. The Rev. Francis J. Uleau was appointed first pastor in October of that year. Prior to that time, the Catholics of Douglaston and Little Neck went to Bayside to attend Masses. They rode, if and when they could, but more often, they walked.

Father Uleau found places where Mass could be held, pending the erection of a church. The first services were held in the Douglaston Inn on Northern Boulevard just west of 247th Street. Later Mrs. Albert Schneider gave the use of a large room in the rear of a store on Northern Boulevard in Little Neck.

In March, 1916, Father Clarke was appointed pastor and remained until April, 1922. Under his pastorate 20 lots were purchased on 245th St., Douglaston, and a small white church was built. They also bought a house at 46-16 245th Street, which was used as a rec-

tory. Father Clarke will always be affectionately remembered for the zeal with which he served the interests of the Catholic people in the two communities. To a little group of founders is due much credit in getting this church started. They were Mr. and Mrs. William J. Hamilton, Mr. and Mrs. Dennis O'Leary, Mr. and Mrs. Albert Schneider, Mrs. Annie Linke, Mrs. Marion and Miss Jane Watt, Mr. & Mrs. Stephen Mott, Mr. and Mrs. Samuel Clark, Mr. & Mrs. John Hardiman, Mr. and Mrs. John Flynn, Mr. and Mrs. T. McQuade, Mr. and Mrs. Thomas Mortimer, Sr., Mr. Bernard Denley, Mr. and Mrs. John Burne, Misses Maude and Fenella Kidd, Mr. and Mrs. F. Canning, the Hughes family, Mrs. James Quinn, Mr. and Mrs. Isaac Beers, and Miss Mary Coughlin.

The first church building cost \$6000 and seated 200. What a contrast to the present buildings.

In April 1922, the Rev. John Bohag succeeded Father Clarke as pastor. At that time the congregation numbered about 200, and there were no signs of any very rapid increase. In 1925, however, there were 400 homes built in the Marathon Park section of Little Neck and about 60% of the new owners were Catholics. When it became evident that the congregation was growing beyond the possibility of being sufficiently served by one priest, the Rev. George A. Dawson was appointed assistant to Father Bohag. It then became necessary to hold several Masses each Sunday. In 1927, Father Bohag called a meeting of his parishioners, then numbering about 800, to discuss plans for the erection of an auditorium, school and convent. During the year, \$48,000 was contributed to this cause.

On September 18, 1927, the Right Rev. Dean Donnelly laid the corner-stone of the Parochial School Building. The entire cost of these buildings was \$200,000. The auditorium, used as a Church, seats 650 people. There are now about 4,000 parishioners.

In 1928, 18 lots on Alameda Avenue, adjoining the Church property, were purchased. In November, 1929, the rectory was moved two blocks to Northern Boulevard, and enlarged. The Church now owns the entire block. In 1950, additional buildings were erected on part of this property.

The school consists of eight class rooms. It opened with an attendance of 90 children and now has grown to over 400 children. This school is under the direction of 11 sisters of Mercy from Dallas, Pa.

Now the church is contemplating building again. This time it is to be a beautiful church edifice facing on Alameda Avenue. This is another step forward from small beginnings, starting with a few of the typical, faithful and devout Little Neck and Douglaston families.

CHRIST LUTHERAN CHURCH

Although Christ Lutheran Church is not much more than a quarter of a century old this year, it can look back over a history of remarkable achievement.

A group of 27 people met in 1925 to plan church services for the Lutherans of Little Neck and vicinity. In that year, Mr. and Mrs. Joseph Greb moved to Little Neck from Franklin Square. They were instrumental in bringing to the attention of the Rev. Luther Gerhart, the fact that there were several Lutheran families in this community interested in forming a congregation of their own.

The first service was held on September 27, 1925 at 8:00 P.M. in the old Fire Hall on 250th Street and Northern Boulevard. The Rev. Gerhart, who was pastor of a church in Franklin Square conducted this service. Twenty seven persons attended. On the following Sunday the first Sunday School session was conducted. Early in 1926, the Ladies Aid Society was organized. Morning services were inaugurated in May 1926.

The first anniversary found a rapidly developing congregation laying the corner-stone of the building which was to be chapel and parsonage. Dr. Tresler and Rev. Berg delivered the chief addresses, and pastors from neighboring churches conducted parts of the service and brought good wishes from their congregations.

Pastor Gerhart resigned his pastorate of the Franklin Square Church to become full time minister for the newly organized group. Under his leadership, various activities, namely, a Men's Club, a Junior Luther League, a Camp Fire Girls Group and a Boy Scout Troop were started.

As time went on a choir was formed, a nursery school was established and the mortgage speedily reduced.

In 1941 Pastor Gerhart tendered his resignation in order to enter the Armed Services as a Naval Chaplain. From June 28th, 1941, to March, 1942 Pastor Hornberger served the Church. It was during this time that the new organ was installed and the old one given to Pastor Lucas' colored Church in Upper Harlem.

Later, in 1942, Pastor William T. Heil, the present pastor, accepted the call to Christ Lutheran Church. Since his coming, the Church has made rapid progress in membership, financial status and group activities. In January, 1947, the mortgage was liquidated and the Church became debt-free.

The fund-raising campaign of 1950 to raise money for a new church building, was so successful that the congregation is hoping to start building operations in the Spring of 1952.

LITTLE NECK FIRE DEPARTMENT

After several disastrous fires in the community, the public spirited citizens of Little Neck considered organizing a volunteer fire Department. At a meeting held in John Flynn's Hotel, 39th Ave. and Little Neck Parkway, on February 27, 1902, the Active Hook, Ladder and Hose Company of Little Neck, N. Y. was organized.

On March 10, 1902, at a meeting held in Fred Snell's Hotel, a resolution was adopted to obtain a certificate of incorporation. This was approved in 1903 by Fire Commissioner Thomas Sturgis of the

City of New York, Seth Low, Mayor; and G. J. Garretson, Justice of the Supreme Court of New York.

On November 21, 1902, David L. Van Nostrand offered a temporary site for the erection of a fire house. The material for the erection of the building was furnished by John Stuart. This fire house, located on the south side of Northern Boulevard, east of Little Neck Parkway, where the Sunrise Food Market now stands, was occupied by the Fire Company until its permanent home was built at the corner of Northern Boulevard and 250th Street.

In June, 1904, a committee was appointed to obtain a larger site on which to erect a new fire house. Isaac P. Robinson drew the plans for the new building. George W. Cornell was the builder. In 1905, the Company, now numbering 60 members, moved into these new quarters.

At first the method of sounding the alarm was the ringing of a bell located in front of the fire house. In 1902 a hand drawn piece of apparatus was purchased. This had a hand pump to be attached to a cistern or well, as there were no water mains in the streets. In addition to the pump there were leather water buckets. In 1905, fire alarm boxes were installed and connected with a bell which hung in the tower at the rear of the fire house. When an alarm of fire was sounded from an alarm box, the bell rang the number of the box from which the fire alarm was sounded. They now had a horse-drawn truck. Not having horses of their own, owners of teams of horses in the near vicinity were called upon to draw the apparatus to the scene of the fire. The first team to arrive was given five dollars, so there was great rivalry among the team owners. In 1917 the company purchased a motor truck.

Each resident of Little Neck had a list of the fire alarm box numbers and their locations. When an alarm was sounded, firemen and their families counted the signals with bated breath - one-two three-pause one-two, "thirty two". Then flew to the list to find where number thirty two box was located.

A fire always has been and always will be one of the most dreaded calamities, and Little Neck had its share of them. Two houses in the Westmoreland section burned one winter night because the firemen were hampered by the freezing of the hoses.

L. Van Nostrand's garage, located where the Sunrise Market now stands, took fire from a blow torch, and burned to the ground. At the same time Kleinert's Rubber Dress Shield Factory, which was housed in the old Post Office Building adjoining the garage, caught fire from a blazing gasoline drum and was destroyed.

One Christmas-time an overheated furnace set fire to Zion Episcopal Church destroying it completely. A house owned by McLean and located where Mr. L. Pacent's house now stands, was burned and the firemen had all they could do to keep the fire from spreading to the neighboring houses. Several roofs caught fire from flying embers, but fortunately were extinguished before doing much damage.

Another fire was that of the old homestead occupied by the first Van Nostrand family to settle in Little Neck. This was located

just south of the end of Browvale Drive. One day, while the William Anderson family were living in it, there was a grass fire in the fields nearby. Some of the neighbors saw it and tried to head it off, but the wind took it into a hedge-row where there was a hornet's nest. When the fire struck the nest it tossed it high into the air and it landed on the old, dry shingle roof of the homestead. By the time the fire apparatus arrived, it had made such progress there was no stopping it. The Anderson family removed most of their possessions but the house could not be saved.

These were some of the most disastrous fires. Many times the firemen were called out and did commendable work in keeping fires in check and saving valuable property.

In addition to fighting fires and protecting the homes and property of the Little Neck residents, the company held many enjoyable social events. Their new home had a large room on the second floor, which was often used for parties and dances. They also held tournaments in which they competed with the Douglaston Hose Company in athletic games and tests of speed in fire fighting. These were gala occasions and the residents turned out in full force to enjoy them.

On November 30, 1929, both the Little Neck and Douglaston fire companies were mustered out to make way for the New York City paid Department. This was celebrated by colorful festivities. The committee in charge of this occasion were I. P. Robinson, chairman; James Cummings, Arthur J. McNamara, Charles Brown, Jr., William Hutton, Jr., Gilbert Leek, Dennis O'Leary, Thomas L. Mortimer, William Kershaw, Frank D. Hutton, Charles Mangin and Reuben Kaiser.

The festivities included a parade of the Douglaston and Little Neck Companies accompanied by comrade organizations from Flushing, Bayside, Great Neck, Manhasset and Port Washington. Immediately after the parade the Mustering Out ceremony took place at the new fire house on 244th Street, Douglaston. A reception was held for the members and their wives and the visiting companies, at the Little Neck Fire House, where a buffet luncheon was served. In the evening, at the Poly D'Or Inn on Northern Boulevard and Zion Street, a banquet and dance were held.

Lester W. Milligan, local printer, made up an attractive souvenir booklet giving the history of the Douglaston and Little Neck Companies, the official program of the mustering out ceremonies, the names of the members and testimonials and good wishes of friends.

Among the speakers at the ceremonies was the Hon. John J. Dorman, Fire Commissioner of the City of New York.

And so passed one of the most active and useful organizations Little Neck has ever had, and one of the pleasant memories to those who took part in its activities.

THE PUBLIC LIBRARY

The first public library to serve the residents of Little Neck

ON THE FOLLOWING PAGES ARE SEVERAL
PHOTOGRAPHS TAKEN

AT THE TERCENTENARY PAGEANT

HONORING THREE HUNDRED YEARS OF LITTLE NECK HISTORY



LITTLE NECK TERCENTENARY



LITTLE NECK TERCENTENARY



LITTLE NECK TERCENTENARY



LITTLE NECK VOLUNTEER FIRE DEPARTMENT
"ACTIVE HOOK, LADDER AND HOSE CO."

was a small collection of books owned by the Little Neck Bible School. These books were donated by local residents and loaned to the readers by the Bible School secretary at the Sunday afternoon sessions. For many years this was the only public library to serve this community.

In 1914 the Queens Borough Public Library opened a small branch in a real estate office in Douglaston, with a collection of 587 books. In 1915 a branch was established in Public School 94 in Little Neck, due largely to the efforts of the Mothers Club and the principal of the school, Miss Anna Brett, together with the help of local Civic Organizations. These first libraries were known as Traveling Library Stations. In Little Neck, due to the fact that the library was located in the school, the greatest number of borrowers were juvenile. During the first year there were 139 adult borrowers and 258 juvenile borrowers with a total circulation of 7,334. During the years 1915 to 1929 there was an annual average of 7,350 books circulated from this station.

This small station was one of the most attractive in the borough and continued to serve such an increasing demand for reading material that the local residents, headed by Mrs. Charles L. Bennem, President of the Mothers Club, and William Nellen of the Little Neck Civic League, appealed to the Queens County Library to establish more than a traveling Station in Little Neck.

It was due to these efforts that on Tuesday, July 8, 1930 the first branch office of the Queens Borough Public Library was officially opened at 251-05 Northern Boulevard. This opening was one of the gala events in the history of the town. A committee from the Mother's Club headed by Mrs. Charles L. Bennem and assisted by Mrs. Louis J. Rowell and Mrs. Herbert Trefethen entertained guests and welcomed interest in the library. Flowers for the occasion were donated by Mrs. I. C. Ludlam, Zuza's florist shop, and Alfred Allen. A radio was loaned for the occasion by Mrs. Vera Cornell.

Miss Ilena Sheenan of Flushing, graduate of the Queensborough Library Training School, was the first librarian in charge of the Little Neck branch. Her ability and pleasing personality had much to do with the success of this new branch. From 1930 to 1936 Douglaston and Little Neck had separate libraries and the circulation was as high as 16,279 in Douglaston and 27,066 in Little Neck. In 1935 the two libraries were combined and moved to the present location at 248-04 Northern Boulevard, where it is continuing to supply reading material to the residents of the two communities.

SUBURBAN LITTLE NECK

We now turn from reminiscences of by-gone days to the suburban community which developed in Little Neck. In 1907, when the automobile was first coming into general use, some of the farms were beginning to change hands, going from ownership of old residents to that of the development companies. One such company, Rick-

ert-Finlay, bought the Benjamin Woolley farm, named it Westmoreland, and cut it up into building lots. They put in streets and sidewalks. Up to this time there were no cement sidewalks.

Similar developments were Marathon Park, sponsored by John M. Riehle Company; and Little Neck Hills by Dwight Murray. This Little Neck Hills property was formerly mostly woodland where the children gathered wild flowers such as Hepatica, Bloodroot, Crowfoot, May Pink and Wild Geranium. In fall they gathered chestnuts.

A saw-mill was temporarily installed in Little Neck Hills to cut up the trees that had to be felled to make way for Browvale Drive and Annandale Lane. Timber from some of these trees was used in the first houses built in Little Neck Hills.

Waverly Hills became the name for the development east of Glenwood Ave. and south of Northern Boulevard. Little Neck Park was just east of Waverly Hills and was developed by the Droesch Brothers. They used numbers for their streets beginning with 255th Street and including 261st Street. Later the Uplands was the name given to the property purchased from William Cornell, lying south of Lakeville Road and just east of Little Neck Parkway. Albert Van Nostrand sold property which was developed and called Lakeville Gardens. The farm of Albert and William Van Nostrand on the west side of Little Neck Parkway and south of Little Neck Hills was also cut up into building lots.

As the new residents arrived they took an active interest in the local school, forming a mother's club, which the old Little Neck never had. They also joined in the activities of the Chapel and later helped to form the Little Neck Community Church and the Christian Lutheran Church. Some of the men joined and participated in the activities of the Fire Company.

It was due to this fast growing population that the new stores were built on Northern Boulevard. Albert Schneider, who was the last proprietor of the old General Store, built a three-story brick building on the north side of Northern Boulevard on the Westmoreland property. Several years later the old store was pulled down and the new modern bank building was erected on the site. Across from the bank building the old hotel was torn down to make way for the widening of Little Neck Parkway. The new brick building which now houses Hahn's Drug Store and the Shaffer Funeral Home, stands on the site of the old hotel.

It has been a happy transition. These changes have brought pleasure and pride to the older residents, and the newer people have taken a keen interest in the improvements.

THE GREAT BLIZZARD OF 1888 (from New York Historical Soc. Bulletin Apr. 1935)

No history of a town hereabouts would be complete without relating the story of the Great Blizzard of 1888. It rained on Sunday March 11, 1888. In the early morning hours of Monday, March 12,



BROADWAY LOOKING SOUTH , LITTLE NECK, N.Y.



LITTLE NECK PARKWAY

the temperature dropped from 31 degrees to five above zero, and the great blizzard swept down furiously on the unsuspecting people of the Eastern Seaboard from Pennsylvania to Maine. It raged three days, accompanied by a gale which ranged from 48 miles an hour on Monday to 50 miles an hour on Tuesday. Sixteen and a half inches of snow fell on Monday, three and a half inches on Tuesday, and one and one quarter on Wednesday, but the high winds caused deep drifts, which practically paralyzed all activities in New York City as well as in the surrounding territory.

One contemporary document in the Evening Sun described the storm as follows: "The wind howled, whistled, banged, roared, and moaned as it rushed along. It fell upon the house sides in fearful gusts, it strained windows, thrust against doors so that it was almost dangerous to open them. It was a visible, substantial wind, so freighted was it with snow. It came in whirls, it descended in layers; it shot along in great blocks, it rose and fell and corkscrewed and zigzagged and played merry havoc with everything it could swing or batter or bang away".

Some of the older residents of Little Neck add their observations of this storm. Miss Ida Smith tells how they were snowed in for several days, and when their supplies began to run out, they got together with their neighbors and drove two teams of horses hitched to a wood-sled, carrying men armed with shovels to make a trip to the store. They went by way of The Alley, then back up Douglaston Parkway to Northern Boulevard and then to the General Store in Little Neck. Here they replenished their supplies and got the news of the storm and how it had affected the neighbors.

George Hicks tells that the roads were dug out in two levels. Some men standing on the lower level pitched the snow to the men on the middle level and they in turn pitched the snow over the top. Not a vehicle passed his home until Monday following the storm.

The price of food doubled and trebled as all the transportation facilities were at a standstill and no new supplies could be obtained. It is generally agreed that this storm established a record even considering the storm of December 26, 1947.

WINDSTORMS

"The Climate of Long Island", a booklet written by Dr. LeGrand Denslow in 1901, describes our Long Island weather. In it he says, "The greatest rainfall over the North Shore to Setauket occurs in August, but on the South Shore the sea winds find no obstruction, but pass inland until they meet the high ranges along the North Shore, giving copious rainfall to the North Shore, but leaving the South Shore dry and sunny."

"Since sunlight is one of the most curative factors in many ailments" Dr. Denslow says, "Long Island holds its place near the top in the matter. From May to October, almost every day may be passed with comfort out of doors."

But at least three severe windstorms occurred here. One on September 21st, 1938, and the other on September 14th, 1944. And again on November 25th, 1950.

On September 21st, 1938, the sky grew blacker and blacker and the wind increased in strength until it became a real hurricane, sweeping a path across Long Island, across the Sound and through the New England states. It made a wreck of the streets, with fallen limbs, trees and wires. A few houses were damaged by having trees fall on them. A house on Annandale Lane had a large tree fall on the roof and lodge there. It had to be taken off with ropes and pulleys.

The afternoon of this storm caused another freak of weather. It seems that the terrific wind had blown the waters of Long Island Sound eastward, and when it was over, this water came back as a tidal wave. It struck Little Neck Dock about seven o'clock in the evening and came over the dock, over Peterson's boat yard and up Little Neck Road, half way to the railroad. This flood of water came into houses, ruining furniture and clothing. It carried large boats clear up to the roadway from Peterson's boat yard. It filled A. Brown's cellar and came up to the second story. Mrs. Brown, who was an invalid, had to be carried to a neighbor's house. The Peterson family had to leave their house in a row boat and row up Little Neck Road to dry land. Howard Williamson, who was coming up Little Neck Road, saw the water coming behind him and had to run to keep ahead of it. This wave receded as quickly as it came leaving a toll of destruction behind it.

Then again in September 1944, another hurricane hit Long Island. This one was worse in some ways than the one in 1938. It started about six o'clock in the evening, and lasted for three hours. The ground was already soft from previous rains, and the trees, weighted down by their wet foliage, and lashed by the terrific wind, which seemed to blow in all directions at once, were uprooted in great number. The electric power lines and telephone lines were out of commission for a week or more in some places. Telephones, lights and electric refrigeration were completely crippled. Butcher shops were practically giving their meat away because they could not keep it. Stores soon ran short of candles and the few old-fashioned oil lamps still available were highly prized.

One of the worst hit sections was Marathon Park, where trees were down in all the streets, and resting against many of the houses. One little house on the corner of 248th Street and 40th Ave., had five trees leaning against it.

The Park Department deserves a word of praise for the work they did in removing trees from the streets and repairing pavements. They lifted the trees with big cranes, roots and all, and took them away, leaving no trace, so that today, as you visit Little Neck, you would not know such a storm had practically ruined it only a few years ago.

On November 25, 1950 another hurricane swooped down on the Eastern Seaboard and Little Neck came in for its share of damage. At this time of year the trees were bare and therefore did not suffer

so badly, but the houses and other buildings had more damage than was caused by the previous storms. Many roofs were either blown off or badly damaged. Gutters were torn loose and shingles were strewn on the ground. Wires were down and electric power was crippled again. Neighbors who had current, ran wires to those who did not have any, to keep their heating burners running. The Insurance Companies paid out more in windstorm claims than they had ever paid before in this section.

THE VANDERBILT CUP RACES

In the year 1898 a new mode of transportation began to make its appearance on our country roads. Originally the local folks called it the "horseless wagon". Many of the older residents can well remember the terror of the horses at the approach of one of these mechanical devices. The horse seemed to think it meant his annihilation and how right that turned out to be.

At first, these automobiles were used for sport and pleasure by families of considerable means. Later manufacturers realized the practical advantages and soon automobiles were owned by all who could afford them.

One of the first families to own an automobile in Little Neck was William Kissam Vanderbilt, Jr., whose estate at Lake Success was partly in Little Neck. On April 20, 1901, and again on April 26, 1902, the Long Island Automobile Club sponsored a 100 mile endurance test. The course extended through Douglaston and Little Neck on its Long Island tour.

On Saturday, October 8, 1904, the first Vanderbilt Cup Race was held on Long Island. These races were repeated each year (except 1907) until 1910, when they were discontinued due to the crowded conditions of the highways and the danger to the public.

The first Cup Race was run off by the Automobile Association in 1904. It was an International competition, the prize being a silver cup donated by William K. Vanderbilt, Jr. The cup, including an ebony base, stood 31 inches high. The bowl had 481 ounces of sterling silver and had a capacity of ten and one half gallons. On one side was a likeness of the donor in his 90 H.P. Mercedes racing car. The top of the cup was surrounded by an embossed laurel wreath.

The course of the race began on Jericho Turnpike near Westbury, stretching along Jericho Turnpike to Jericho, where it turned toward Hicksville. After crossing the railroad at Hicksville - the finest stretch of the entire course - straight away to Bethpage. Here it turned at almost right angles, being the most dangerous and blindest turn in the course. From this turn it went directly to Hempstead. Through the town of Hempstead there was a six minute control, due to trolley tracks and crowded conditions. From Hempstead the course followed the old trolley road toward Queens. The dip in the road under the railroad at Floral Park, was one of the danger spots. From here the course ran through Lakeville and back to Jericho Turnpike,

thence to the place of starting. The course had to be covered ten times, 285 miles in all.

Following is a list of cars and drivers entered in the 1904 race:

- Car No. 1 - Mercedes made in Germany, driven by A. L. Campbell
- Car No. 2 - DeDietrich, made in France, driven by Fernand Gabriel
- Car No. 3 - Royal Tourist, made in Cleveland, driven by J. Tracy
- Car No. 4 - Pope Toledo, made in Toledo, driven by Al. C. Webb
- Car No. 5 - Mercedes driven by Geo. Arents, Jr.
- Car No. 6 - Pope Toledo driven by H. H. Lytl
- Car No. 7 - Panhard & Levassor, France driven by George Heath
- Car No. 8 - Mercedes driven by Ed. E. Hawley
- Car No. 9 - Mercedes driven by Wm. Werner
- Car No. 10 - Fiat, made in Italy driven by Paul Sartori
- Car No. 11 - Renault owned by Brokaw, driven by Bernin
- Car No. 12 - Clement Bayard, France driven by A. Clement, Jr.
- Car No. 14 - Panhard & Levassor driven by Henri Tart
- Car No. 15 - Panhard & Levassor driven by Geo. Teste
- Car No. 16 - Packard Gray Wolf, Detroit driven by Chas. Schmidt
- Car No. 17 - S & M Simplex, New York driven by Frank Crocker
- Car No. 18 - Mercedes driven by Isidore Wormser, Jr.

Garden City Hotel served as headquarters for this race. Special trains were run to Garden City and 200,000 persons were estimated to have attended. Since the course passed through Great Neck and Lakeville, many of the residents, especially the men and boys, were on hand at the break of day. They were thrilling races. They had an average speed of over 60 miles per hour, over country roads, through villages, making sharp turns and conquering all the rest of the hazards that go with such a race.

This race was won by Car No. 7 driven by George Heath, with an average speed of 52.07 miles per hour. His greatest speed being 75 miles per hour. In 1905 Hemery won with an average speed of 61.51 miles per hour. In 1906 Louis Wagner and Louis Vivet won in a Darracq car. In 1908 Harry F. Grant won with an average speed of 63 miles per hour in a Locomobile. Grant also won in 1910 averaging 65.1 miles per hour, breaking all previous records in this classic contest.

THE BIRDS OF LITTLE NECK

The following account of the birds, was written by Mr. George Paul, a visitor in Little Neck. One of the favorite places where he has seen many kinds of birds is just east of Nassau Road and south of the railroad tracks. It is partly meadowland with a brook running through it and quite a wooded bank on one side of it, making an ideal spot for many types of birds. Another good place to see birds is what used to be called "The Alley". Here, too, are thickly wooded areas and meadowland. Then, for the water birds, any place near the Little Neck Bay, such as Douglas Manor or Great Neck Estates or the road across the meadows between Douglaston and Bayside.

Along the Bay are many interesting water birds. What a sight from the Cross Island Parkway on a Winter's Sunday afternoon. Hundreds of scaup riding the ripples, their brilliant white patches glistening in the sunlight. There are herring gulls and the great black-backed gull, loons, mallards, black ducks and sandpipers. When the tide is low, food is accessible and hundreds of birds are to be seen busily feeding.

Winter land birds include the junco, nuthatch, chickadee, downy woodpecker, blue jay, tree sparrow, white throated sparrow, not to mention the ever present English sparrow and the English starling.

The first springtime arrivals are the red-winged blackbirds, phoebe, robin, fox sparrow, kinglet and flicker. Occasionally a robin spends the winter with us and is responsible for many a mistaken report of the first migrating robin. If the first robin is of a trim appearance with shining red breast, he is a newcomer from the south. It is not difficult to distinguish him from the dull, weather-beaten bird who has survived a northern winter.

The first flocks of robins to arrive are all males. They migrate in apparent peace and harmony. But once having reached his individual destination and "staked" out his territory, Mr. Robin will drive off all other male robins who show an interest in the same garden or bit of woods. The female robins come north a few weeks later, and the male robins select their wives and proceed with the business of nest-building and family-raising.

The flight of migrating birds between mid-April and mid-May brings the Warblers (to many bird students the most interesting of all species). They are smaller than the sparrow and binoculars are important. Those identified in Little Neck include the myrtle, palm, prairie, northern, yellow-throat, blue-winged, magnolia, wilson, black-throated, black and white, black-throated green, yellow, parula, chestnut-sided, black-burnian, Canada, hooded, redstart, waterthrush, ovenbird and black-poll.

Some of these nest nearby, as do the wren, brown thrasher, wood thrush and veery. Meadow lark, killdeer and mourning dove are quite numerous. The eye filling scarlet tanager is seen occasionally and the Baltimore oriole can be seen and his clear call can be heard any time during the nesting season. On a hillside near the water-works, a flock of black-crowned night heron has been seen. About four years ago, the same hillside sheltered a covey of quail. But in all these years the writer has not seen the blue bird, perhaps because of lack of knowledge as to his whereabouts; although Mrs. Sturges on Glenwood St. says she has seen them in her yard just before the snow goes in late Winter.

A garden attractive to birds and a winter-feeding station will add a number of interesting birds to one's list, both in Summer and Winter; perhaps even the cardinal. Many suburban residents provide food for the birds, especially in severe weather, and are compensated not only through the pleasure of watching them, but also in the improved condition of trees and shrubs, resulting from constant supervision by the birds. Stale white bread usually brings starlings, spar-

rows, grackles and blue jays. A choicer variety of foods, such as seeds, nuts and suet, will attract a more interesting group of birds.

Other birds observed in Little Neck include these sparrows: Savannah, swamp, chipping and field. Also the gold finch, red-eyed vireo, catbird, grackle, towhee, crested flycatcher and rose breasted grosbeak. Warbling vireos have been seen and heard each Summer on Little Neck Parkway. The kingfisher, sparrow hawk, tree swallow, barn swallow, chimney swift, humming-bird and cowbird are common. The screechowl may often be heard after nightfall. There is also the black-billed cuckoo, one of the very few birds that will eat the tent caterpillar. An observant local bird watcher can find all of these and many more.

TELEPHONES IN LITTLE NECK

Telephones were first put into practical use in 1877. The first record of a telephone in Little Neck was that of Walters and Schenck, which appeared in the 1887 directory of the Metropolitan Telephone and Telegraph Company. This was a pay station and was controlled through the Flushing central office which was established on January 20, 1883 in the office of G. A. Roullier, a civil engineer, at 20 Main St., Flushing. This exchange consisted of a magneto-type switchboard of 100 lines. Subscribers had to turn a crank at the side of the instrument to reach the operator.

The Flushing central office took care of all telephones from Flushing to Little Neck, starting with 69 subscribers in 1883. In 1892 subscribers in Bayside to Little Neck received Bayside numbers although service was still furnished from the Flushing central office. In 1908 their lines were again given Flushing numbers. Bayside made its second appearance as a central office name in 1913 with service from the Flushing exchange.

Some of the first telephones listed in Little Neck were: Sutphen Bros. General Store in 1896, Long Island Railroad Depot and Public School No. 32 in 1899. In 1905 D. L. Van Nostrand, agricultural implements, had a telephone with the number 9L. In 1906 John Stuart, builder, installed a telephone. In 1907 Hugh Johnson, residence, the Little Neck Hotel, Long Island Sound Realty Company, Rickert-Finlay Realty Co., and William H. Van Nostrand were listed as telephone subscribers. In 1883 Flushing Exchange had 69 subscribers. In 1885-86, there were 66 subscribers.

1894.....79 1896.....115 1899.....201 1900.....200

On June 9, 1919 a common battery switchboard which could accommodate 1200 lines was opened at 43-05 Bell Boulevard, Bayside to serve Bayside, Douglaston and Little Neck. In 1930 the number became Bayside 9. This Bayside central increased to 1600 in 1920 and leaped to 5500 in 1930, and in August 1948 it numbered 13,700.

THE LITTLE NECK BANK

A group of Little Neck business men met one evening in 1923 at William H. Van Nostrand's home, the old frame dwelling known as the Old Oaks, which used to stand where the Little Neck Theater now stands.

These men were William A. Hutton, W. Bryce Rea, Henry B. Cornell, F. W. Burdewick, Albert Schneider and the host, William H. Van Nostrand. The purpose of the meeting was to discuss the possibility of providing the town with banking facilities. Up to this time the nearest banks were in Bayside, Great Neck and Flushing. Mr. Cornell's son, Arthur, was assistant cashier in the Port Washington National Bank and so was in a position to get valuable advice for this group. A local bank was decided upon. H. R. Tibbits, President of the Port Washington Bank, organized, directed and developed the project.

The first step was to secure a building site. A location just a few feet across the City Line on Northern Boulevard was chosen because it reduced the capital requirements to \$25,000. In order that the location might be safely secured for the infant organization and available for its use when needed, Mr. Tibbits assumed the obligation of purchasing the property and holding it for conveyance to the bank upon completion of its organization. He was fortunate in securing from Mr. Fred Hewlett, the southeast corner of Northern Boulevard and Glenwood St. at a price of \$3000. It is interesting to note that this plot was sold about four years later for \$45,000.

The next step was to formulate plans to convince local residents that a bank would succeed and that they should have some stock in it. The first official meeting of the organization committee was held Feb. 1, 1924, in the home of W. Bryce Rea, who acted as chairman. Charter Directors were chosen as follows: Henry R. Tibbits, W. Bryce Rea, Fred P. Brand, Edward P. Alker, Michael Pilnacek, George O. Linkletter, William A. Hutton, Dr. A. H. Parsons, Henry B. Cornell, Daniel M. Croucher, Leslie Van Nostrand, William P. L. Davis, Allison C. Wysong and F. J. Burdewick.

The first stockholders meeting was held in the office of Wysong and Wysong, Port Washington, on Feb. 15, 1924. At this meeting the temporary officers elected for the balance of the year were: President, Edward P. Alker, Vice-Presidents, W. Bryce Rea and Henry B. Cornell.

A building committee consisting of Messrs. Rea, Tibbits, Cornell, and Burdewick was appointed immediately with plans suitable for a bank building. I. P. Robinson was employed as architect. Plans were soon completed for a two story, brick building 24x40 feet, the first floor to provide banking space and the second floor to be used as living quarters for the cashier. The contract was awarded to Andrew Benson, who proceeded immediately with the construction.

On March 20, 1924, the following telegram was received: "W. Bryce Rea, Vice President, Little Neck National Bank, Little Neck. The Little Neck National Bank Number 12512, authorized to commence business. Charter mailed today. W. J. Fowler, Acting Comptroller."

On July 5, 1924, the bank opened its doors to the public. During the first day there was deposited by the first 156 customers, \$18,100. One year later the deposits were \$322,004. Two years later, \$611,261. And three years later, \$789,018. Four years later the deposits had reached \$962,463.

In August 1927, the directors began to consider moving the bank over the Line into Little Neck and constructing a modern bank building. The southwest corner of Northern Boulevard and Little Neck Parkway was decided upon as the most desirable location. A program was approved to proceed immediately with the new building on the corner portion of this location. This was done under the direction of W. Bryce Rea with the assistance of Henry B. Cornell and Fred Burdewick. They called on Paul B. LaVelle, who for many years, was chief designer for Stanford White, to draw plans for the new building. The community owes a debt of gratitude to these foresighted men for the dignified structure.

The first floor is given over entirely to banking purposes. At the rear of the building on the mezzanine floor is located the directors room, reached by a walnut stairway. The second floor of the building is divided into eight offices. The floor of the banking room is Terrazzo marble, laid off in 12-inch, alternate light and dark, squares. The base course around the public space is black and green marble from the Swiss Alps, and from the base up to and including the counter, the material is a rich golden yellow French marble, the first installation of its kind on Long Island. The woodwork above the counter is American walnut and all doors and trim are of the same material.

VETERANS OF WARS

During the Revolution a military company was formed in North Hempstead, called the North Side Company, composed of 120 men with Philip Valentine as captain and Coe Searing as second lieutenant. Captain David Layton, who lived in Little Neck, fought in the Battle of Long Island. Sergeant Lewis Cornell and James Doughty also served in the Revolutionary War from Little Neck.

The Long Island Times dated September 29, 1864 contained a list of names of men drafted for service in the Civil War; Patrick Cornell, Thomas Foster, Alfred Bell, John McCormick, Louis Bennem, John Witch, John Foster, George W. Hutton, William G. Buhrmann, John Hoagland, Ruscom Hicks, George Lawrence, John Bennem, John McGowan, Abraham Cox, John Waters, George Hicks and William Cathcart. These men were on call but many of them never had to go into the service as the war ended soon thereafter. Civil War veterans who are buried in the cemetery at Zion Episcopal Church in Douglaston are: C. A. Bissel, William H. Pudney, W. H. Doremus, W. H. Brower, John Cutter, W. Thurston, W. E. Cornell, John Starkins, Albert Griffin, Theodore Lambertson, Joseph Starkins, Horace Leek, William Corey and John King.

William H. Pudney served in the Navy and took part in the battle of Mobile Bay.

Again in the Spanish American War some of the Little Neck boys served. Among them were George Libby and Michael Daly.

World War 1 had a larger number enter the armed forces than any of the previous wars, due to the increase in the population. There is a tablet in front of P. S. 94 erected to the memory of these veterans, with the name of each inscribed thereon.

World War II, of course, had the largest number. About 615 men from Little Neck took up arms for their country and 24 of them died in action. During this war there was a large number on the Honor Roll erected on the northwest corner of Northern Boulevard and Little Neck Parkway.

There was a branch of the National Draft Board, or Selective Service, located in the Post Office building in Little Neck, throughout the duration of World War II. Here the young men of the town registered and were given service cards with numbers on them. Duplicates of these cards were on file at the Draft Board Headquarters and as their number was reached, they were notified. After receiving this notice, they were sent to New York City for a physical examination. If they passed the examination they were sent to training camps.

Little Neck is justly proud of its war record, both as to numbers and quality of service rendered. Many of those who served became officers. Stripes and various colored ribbons were awarded for length of service and overseas duty. Battle stars and leaf clusters adorned many a breast.

LITTLE NECK - DOUGLASTON POST 103 AMERICAN LEGION

In the Spring of 1927, James E. Connaughton called a meeting of ex-servicemen of World War 1 for the purpose of forming an American Legion Post.

An application for a charter was drawn up and signed by Neal Barry, Carl Almquist, James E. Connaughton, J. Danberg, F. D. Hutton, William P. Carter, Fred Coppers, W. J. Dowd, John Simendinger, George Spindler, Harry D. Cook, Elmer C. Cornell, Daniel J. Finnegan, Charles Schmehl and Anthony Tyson.

The charter was granted on May 16, 1927, and the number 103 was assigned to the Little Neck Post. The charter was amended in 1933 to include the name Douglaston.

The first few monthly meetings were held in the Little Neck Fire House at 250th St. and Northern Blvd., and later the group met in Public School 94 on Little Neck Parkway. From 1932 until the present time the Post has held its meetings in the building formerly occupied by the Douglaston Hose Company. With the permission of the Hose Company, the Post members moved the building back from the street and made extensive alterations from time to time.

Since its inception, the post has contributed to the program of the National organization - assisting ex-servicemen of both World Wars, supporting the rehabilitation and child welfare projects and pro-

moting patriotism and good citizenship in the community.

Each year the Post sponsors a Memorial Day parade and decorates the graves of veterans of our country's wars in the Zion Church Cemetery. The members have usually attended Memorial services and Armistice Day services in the local churches. At Christmas time they have raised funds for gifts for the hospitalized veterans in nearby hospitals. Medals for excellence in the study of American History are presented each year at graduation exercises in the local schools, to encourage the study of the country's struggles and its progress.

The Rev. Luther Gerhart, former pastor of Christ Lutheran Church, Little Neck, was the first chaplain of the Little Neck - Douglaston Post and served in this capacity until he entered the service as a Navy chaplain during World War II. He also served one year as chaplain of the Queens County Committee of the American Legion.

James E. Connaughton, an ardent civic worker and a man of sincere patriotism, was installed as the first commander of the post in June, 1927. The other legionnaires who served as commanders were William H. Caldwell, Richard J. O'Toole, Warren Demlin, John W. Moller, Herman Moennich, James McCabe, George Steppy, Frank D. Hutton, Adolf Hendrickson, Frederick B. Wager, John McDonald, Edward Hyland, Edward M. Partridge, and Frank Miller. William M. Farrell was commander from June 1947 to June 1948 followed by Joseph Stumpf. George C. Fowler, who served as commander in 1929 was elected again in 1932.

The Post rifle team organized a firing squad for the purpose of firing salutes during funeral services for returned war dead of World War II. The firing squad made its first appearance at the Memorial Day parade in 1948.

THE LEGION AUXILIARY

The Little Neck-Douglaston American Legion Auxiliary was organized the same year the post was formed, 1927, but after several years the group disbanded.

However, through the persistent efforts of some of the former auxiliary members, a new charter was granted in February, 1938 and the unit reorganized with Mrs. Herman Moennich as president. Mrs. Moennich held this office until October, 1939, during which time she organized a junior unit.

The succeeding presidents were Mrs. Ernestine H. Fowler, who was also a charter member of the post; Mrs. Elsie Liermark, Mrs. Julia M. Burke, Mrs. Elaine Davidson, Mrs. Rose J. Miller, Mrs. Natalie J. Marto, Mrs. Katherine Bier and Marie Davidson. Mrs. Bier and Mrs. Davidson were former juniors.

Some of these presidents held office more than one year, since the unit had a very small membership and during World War II, most of these women went to work; consequently the unit suffered a period of comparative inactivity for two or three years.

After the war, the members became active again and during

the past three years, the unit has taken on new members and has been able to function again.

The junior group, once one of the most active in Queens, had to be dropped after it had carried on the junior program for about three years.

The Little Neck-Douglaston Legion Auxiliary Unit is an active and flourishing group, doing its share toward carrying out the National Auxiliary program of Americanism, community service, child welfare, national defense and rehabilitation.

THE AMERICAN RED CROSS

During World War I, Red Cross branches were established in most communities, and Little Neck was no exception. Here the ladies organized and met to sew for the hospitals that were taking care of the sick and wounded soldiers. They made supplies for the hospitals and clothing for the patients. They also made bandages and surgical dressings.

When World War II brought the need for the Red Cross to do this type of work again, Little Neck did its quota nobly. The National organization sent out a call for help, and again Little Neck women organized and met regularly to do this work. They sometimes received quotas that staggered them, but they never failed to fill them. Surgical dressings of various sizes were ordered and the materials supplied from the Flushing headquarters.

In addition to sewing and surgical dressings, volunteers were asked to drive ambulances to convey wounded soldiers from incoming ships and planes to hospitals. Other activities were social service and the work done by "The Grey Ladies". Little Neck women responded to these calls. Volunteers were asked to take nurse's aid work to help the under-staffed hospitals. Courses in home nursing, firstaid and nutrition were taken by some of the women to make them more capable in war shortages.

LITTLE NECK GARDEN CLUB

The Little Neck Garden Club was organized in the fall of 1932. In conjunction with about 50 other Federated Garden Clubs on Long Island, this group strives to promote attractive surroundings in each community. To date this club has about forty members.

With the slogan, "Let's keep Little Neck clean because we live in it", this organization encouraged spring clean-ups each year and called for assistance from Highway, Sanitation and Health Departments for cooperation. The Long Island Railroad was called upon continually to improve the station plaza and until the present parking conditions prohibited it, a garden was planted opposite the station, where flowers greeted the commuter each summer. Among other aims are the elimination of ragweed, to relieve hay fever sufferers, and en-

couraging store keepers of the town to maintain clean surroundings. In 1939, the organization joined with other Long Island Garden Clubs in financing the exhibit, "The Garden of Tomorrow" at the World's Fair in Flushing.

Hobbies are horticulture and artistic flower arrangements. At Christmas-time each year, members bring gayly packaged gifts which are sent to the less fortunate sick children hospitalized during the holidays.

Among the women who served as presidents of the Little Neck Garden Club were: Mrs. F. C. Burgess, Mrs. F. W. Lewis, Mrs. Chas. Stikeman, Mrs. I. C. Ludlam, Mrs. Lester Radline, Mrs. Arthur C. Smith, Mrs. Thomas English and Mrs. Raymond Griswold.

Mrs. Benjamin H. Andrews has served for many years as civic and conservation chairman.

BOY SCOUT TROOPS

The Boy Scout movement has been well represented in Little Neck since its inception many years ago. Troop 101 is the oldest troop in Little Neck, having been one of the first established in the United States. Fifty former members of this troop served in the Armed Forces during World War II.

Troop 153 was chartered in 1934 and was sponsored by St. Anastasia Roman Catholic Church. It was a large and active troop for more than 10 years, but was disbanded in 1948. Troop 174, sponsored by Christ Lutheran Church was a thriving troop until it disbanded in 1951.

In 1932 a Cub Pack of Troop 101 was organized and has a present membership of 63. This pack is sponsored by a Dad's Club, and is one of the most active and progressive Cub Packs on the North Shore. They have very interesting meetings and father-and-son dinners.

GIRL SCOUTS

The first record of a Girl Scout Troop in Little Neck dates back to 1926, when Mrs. Francis C. Burgess and Mrs. Phelps Olds organized, and were co-leaders of Troop 67. There were several other organized troops in the community about this time. Mrs. Gustave Mezger was captain of a troop in Douglaston and Mrs. Paul Penhune was in charge of Troop 54 in Little Neck. Later on there was Troop 37, of which Miss Dorothy Derby was acting captain.

In 1933 the Girl Scout Council purchased a camp site at Tuxedo, N. Y. and established Camp Quidnunc, which has since been the official Girl Scout Camp for Queens girls. Mrs. Burgess was camp director at Quidnunc for some years.

The Little Neck Troops were active for several years, but one after another they broke up and for a period of a year or more, there

were no troops in Little Neck.

In 1936, Mrs. George C. Fowler took the required leader's course of training and organized a new troop. This group was registered as Troop 94, in March 1937. Strangely enough, they held their meetings in Public School 94. With Miss Gertrude Kirkman as assistant and later on with the assistance of several High School girls, Mrs. Fowler was in charge of this troop for the next five years, turning it over to Mrs. Frederick C. Miller in 1942.

About this time the Scout program underwent some very drastic changes, and what was termed as the "New Program" was ushered in. Because of its wide field of activities, it was now almost impossible for a leader to conduct a troop properly without the aid of several adult assistants. Consultants or people trained in special fields, had to be found who would cooperate with the troop leader, and assist in certain studies. About this time, too, the term "captain" was abolished and the term "leader" was inaugurated.

Mrs. Miller led the troop for a time, assisted by Mrs. Louis J. Amiro. In 1943 Mrs. Anthony Skinner took over the leadership and Mrs. Allan George relieved her in 1944. Mrs. Lester Guensch took over in 1945. Her assistants were Mrs. Edwin Drake and Mrs. Kenneth Milks.

For several years, Troop 94 was the only Girl Scout Troop in town, although for some time Mrs. George was leader of a Brownie troop. After six or seven years, some of the charter members of Troop 94 formed a senior troop, which was directed by Mrs. Helen Gross Severance.

In 1947, Troop 94 was presented a Green Cord Award by the Greater New York Council, for five consecutive years of registration. In reality, the troop had registered 10 consecutive years by 1947, but the first five registrations were with the Queens Council - the Greater New York Council had been established in 1942.

Between 1944 and 1948, there was a marked interest shown in Girl Scouting in Little Neck. The records show that one intermediate and four Brownie troops were organized during that four year period.

Mrs. Clarence Craw organized Brownie Troop 373 in 1944 with Mrs. Valentine Montanez and Mrs. Robert Davies as assistants. Later on Mrs. Harold Kuneth became assistant, replacing Mrs. Montanez, who transferred to another troop.

In November 1945, Mrs. Frank Platz organized Brownie Troop 199, with Mrs. Leonard Schultes assisting. In 1948, two more Brownie troops were added to the roster. These were Troop 497, organized by Mrs. Philip Caporal, with Mrs. Alan J. Tinsley as assistant; and Troop 83 with Mrs. Edward Miller as leader and Mrs. Mary Gallia as assistant.

Mrs. Craw turned her Brownie Troop over to Mrs. Franklin Vail and Mrs. Bert Rosenthal in 1947, and organized Intermediate Troop 470 with Mrs. George Carr and Mrs. Melvin Kaechele as assistants. When both assistants found it necessary to leave, Mrs. Kuneth transferred from the Brownie Troop to assist Mrs. Craw.

In 1948 Mrs. Craw took special training in preparation for ser-

vice higher up in scouting. This training course equipped her for training leaders. She also served as Day Camp chairman for the summer of 1948 at Greenwood Day Camp, Cunningham Park. Several other local scout leaders also worked at the day camp each summer. Mrs. Craw also served as leader's chairman for the Little Neck-Douglaston neighborhood in 1947. Mrs. Guensch was elected to that office in 1948.

THE LOCAL NEWSPAPER

Little Neck's first and only newspaper, The Ledger, originally known as the Little Neck Ledger, was started by Arthur Culley of Floral Park, who owned and printed other publications at his printing plant, The Mayflower Press.

The first Ledger was published in 1926 with Mrs. Helen Diehl Olds of Little Neck as editor.

After three years Mr. Culley sold the Ledger to Mitchell Luther, who published it for about eight years and then sold it. After a period of about six months the paper changed hands again and was purchased by N. J. Palzer in 1938.

At first the local newspaper was a full-size publication, but was changed to a tabloid size shortly after Luther took it over.

According to Mr. Luther, who now publishes the Manhasset Mail, The Ledger has played an important part in the progress of the Little Neck community and its vicinity. He particularly cited the paper's cooperation with the Little Neck Chamber of Commerce in its struggle to obtain sewers in this area. The Chamber of Commerce was an active civic organization during the time Luther published the paper, and together, the Chamber of Commerce and The Ledger, were able to accomplish many local improvements.

When Mr. Luther took over the paper in 1938, Mrs. Kathleen Pitt-Smith became editor and Mrs. Margaret B. McLellan became social editor. David Morrison was advertising manager. In 1945, Mrs. Ernestine H. Fowler managed the advertising department, in addition to her other duties.

So in the development of the community, the local paper has played its part. This paper prints civic, social and sports news of Little Neck, Douglaston, Lakeville and the Uplands-Deepdale sections of Great Neck and part of Bayside.

KINGS DAUGHTERS

Little Neck has always had its quota of organized groups, formed for a particular purpose, and made up of persons enjoying the activities pursued. Some of these were organized for charitable purposes. The Harmony Circle of Kings Daughters was formed in Little Neck in 1892. Eleven women organized "to minister or lend a hand in His name". Meetings were held once a month in the Chapel.

The first president, Mrs. Everett Reeves, conducted these meetings and led in the activities of the group. Mrs. H. S. Moore succeeded her and continued in office many years. Mrs. D. S. Woolley was the next president and also held office for a long time. Mrs. H. Leslie Hicks was president after Mrs. Woolley's death, continuing for two terms of office. Mrs. Harry Wiggins is the present president. (1952).

This group has been a source of spiritual strength to its membership and has given valuable aid to the Little Neck Chapel in all of its endeavors, as well as helping support Homes for the Aged in New York State. They also sponsor a school in the Mountain section of Virginia. Their present membership is about forty.

CHRISTIAN ENDEAVOR SOCIETIES

In 1907, the Rev. Oscar Maddaus of the Manhasset Dutch Reformed Church, conducted services on Sunday evenings in the Little Neck Chapel. He organized the young folks who attended these services, into a Christian Endeavor Society. This was the first Christian Endeavor work started in Little Neck. Miss Louise Van Nostrand was the first president.

Since that time there has been Christian Endeavor work in Little Neck almost continuously. Various people have taken leadership. Probably Mr. C. M. DeBevoise has done the most outstanding work with the young people. Since 1931, he has supervised this work, which includes weekly devotional meetings on Sundays, social activities, missionary support, and community projects. On Christmas Eve they sing carols to the shut-ins.

Mr. DeBevoise has done special work with the young people in making moving pictures. In 1932 they made a four reel movie, entitled "The Idyll". In 1939-40 and 41 they made three more pictures which were shown in Christian Endeavor groups across the country. These Biblical films were "Ruth", "The Good Samaritan" and "David and Goliath". A fourth picture called "So Proudly We Hail" told the story of the flags. In 1947, their latest picture was completed, showing the Christian Endeavor at a Youth Summer Conference. This picture has a complete sound tract and is done in color.

Since the Little Neck Community Church took over the work which the Chapel had started, the Christian Endeavor organizations are now a part of that church's activities.

COMPANIONS OF THE FOREST

Theresa Marie Circle, Companions of the Forest, which celebrated its 15th anniversary in May 1946, is the only women's beneficiary organization in Little Neck.

A branch of a National Organization, Theresa Marie Circle was founded in May, 1933, and was named after its organizers, Mrs. Mary

A. Grimm and Mrs. Teresa M. Stanton.

In the early days of its existence, its membership was small, but in 1946 its membership had reached nearly one hundred. At first, meetings were held in the American Legion Hall on Douglaston Parkway, but for the past several years the circle has met in the Manhasset-Lakeville Fire House.

At the time of organization, Mrs. Grimm was installed as past chief companion and Mrs. Stanton as chief-companion(president).

The Companions of the Forest pays a sick, hospital and death benefit. Each circle is an independent unit, raising its own funds through dues, entertainments, card parties and other programs.

CONCLUSION

You have read of the early settlers' endeavors to maintain a Christian, God-fearing town known as Little Neck, and to pass it to coming generations to carry on. We can look back with respect and wonder at their accomplishments and feel that it is our heritage to accept the challenge to build on their foundations.

This has been carried out in a wonderful way by the Little Neck Community Church, erecting their beautiful church buildings on the foundations laid by the early settlers. Again by the beautiful Bank buildings, replacing original places of business on Northern Boulevard, and in the convenient new homes being built here.

The Community and Civic Organizations are doing a splendid work in providing recreational facilities and safe-guarding the best interests of the town.

Should not all residents be inspired to hold to these ideals and devote a small fraction of their time to supporting the various organizations which are operating to make and maintain Little Neck a better place in which to live?

WORLD WAR 1 HONOR ROLL



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